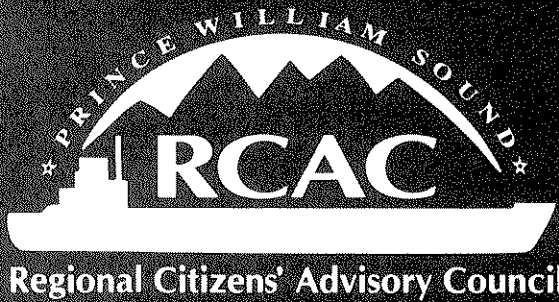


Exxon Valdez Oil Spill Tenth Anniversary Edition

Chenega Bay - Cordova - Homer - Kenai Peninsula Borough - Kodiak - Kodiak Island Borough - Kodiak Village Mayors - Seldovia - Seward - Tatitlek - Valdez -



The Observer

VOLUME 9, No. 1/MARCH 1999

AK Chamber of Commerce - AK Wilderness Recreation & Tourism Assoc. - Chugach Alaska Corp. - Cordova District Fishermen United - OSREC - PWS Aquaculture

Inside

Volunteer profile: David Kang does committee work far from Sound, p. 2

Board seats new members at winter, spring meets, p. 2

New legislative affairs committee appointed for 1999 session, p. 3

A Valdez mayor looks back on the event that changed Alaska, p. 4

Alyeska Report: Committed to safe transportation of North Slope oil, p. 4

President's Report: Ten years of combating complacency have produced results, p. 5

Publications and reports available from council office, p. 5

Community Corner: Education events mark 10th spill anniversary, p. 6

Is the Sound safer a decade after Exxon Valdez? Report analyzes prevention and response improvements since '89

Ten years ago this month, the Exxon Valdez went aground on Bligh Reef, causing the worst oil spill in U.S. history.

The 11 million gallons of North Slope crude that escaped into Prince William Sound didn't just result in oiled birds, beaches and otters, and in psychological and economic harm to people in the region from Cordova to Kodiak.

It also triggered a massive effort at the federal, state, industry and community levels to devise and adopt safety measures that would reduce to the absolute minimum the chances of another catastrophic crude oil spill in Alaska waters.

Have those efforts been successful, or is Prince William Sound still at risk?

"Yes" is the answer to both questions, according to a report published this month by the Prince William Sound Regional Citizens' Advisory Council.

The report acknowledges that the risk of another major spill can't be completely eliminated, but finds that safety improvements since 1989 have significantly reduced the risk of an Exxon Valdez-scale spill happening again. By 1995, those improvements had reduced the

See Tenth, p. 2



The Nanuq enhanced tractor tug, built for tanker escort service, is a major improvement in oil transportation safety in Prince William Sound, where it arrived in January. Photo by Pete Dickes, courtesy Alyeska Pipeline Service Co.

Council opposes industry request to extend the life of single-hull tankers

The citizens' council in January wrote the Coast Guard objecting to an oil-industry proposal that could extend the service life of some single-hull tankers under the federal Oil Pollution Act of 1990.

The law requires all crude-oil tankers in U.S. waters to have double hulls by 2015, based on a gradual phaseout schedule that

requires some non-double-hull vessels to leave service well before the final deadline.

Double-hull tankers are less likely to spill oil in the event of a grounding, according to various studies.

The phaseout schedule in the law permits single-hull tankers to be converted to full double hulls

See Tankers, p. 3

Coast Guard HQ recertifies council Rejects complaints by industry, Alaska Coast Guard

The Prince William Sound Regional Citizens' Advisory Council was recertified unconditionally by Coast Guard headquarters in Washington, D.C. early this year.

The action came despite a barrage of demands from the oil industry and Coast Guard officials in Alaska that the citizens' council be restructured or stripped of many of the powers it now exercises.

In a Jan. 13 letter and a Jan. 27 notice in the Federal Register, the Coast Guard announced the recertification without attaching any conditions and rejected the

numerous suggestions for reining in the council. Recertification means the council is meeting its obligations under the Oil Pollution Act of 1990.

"There is nothing in the statute that requires the PWSRCAC (citizens' council) to agree with industry or government positions," the Coast Guard said in the Federal Register on Jan. 27. "The Act does not preclude the PWSRCAC from continuing to pursue initiatives that it believes to be in its best interest."

If the agency had attached conditions, the council would have had to meet the conditions within a

See Recertification, p. 3

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Volunteer Profile:

Kodiak volunteer does his committee work far from the Sound

David Kang was a Seattle 17-year-old when the Exxon Valdez struck Bligh Reef 10 years ago. He still remembers the impression it made.

"I had always wanted to come up to Alaska and I just thought the oil spill was devastating," he said. "It wasn't only an isolated case that affected Prince William Sound. It affected the whole of Southcentral Alaska and that was a pretty big eye-opener for me."

Today, Kang lives in Kodiak, where he works for a fish-processing company. He's also very much involved with the aftermath of the Exxon Valdez as a volunteer on the Terminal Operations and Environmental Monitoring Committee, one of four standing technical advisory committees to the citizens' council board and staff.

That makes him something of a rarity. While the council board has three members from Kodiak Island, Kang is the only Kodiak resident on the terminal operations committee. In fact, he's currently the only Kodiak resident on any committee of the citizens' council.

Because it's not always practical to travel to Valdez for the committee's meetings, Kang normally sits in by teleconference.

"It's really hard when you're that far away," said Joel Kopp, the citizens' council staffer who works with the committee. "But David is definitely a participant."

Kang, 27, is a Korean immigrant who arrived with his parents in this country in 1978. He is quality assurance and safety manager for Alaska Pacific Seafoods, a major fish processor in Kodiak. The plant handles crab, halibut, black cod, and pollock. As Kang puts it, "If it swims in the sea, we process it."

He came to Kodiak because of his own inability to swim in the sea, so to speak. His first job in the Alaska fisheries was on a factory trawler in the Bering Sea, a

position he got immediately after finishing his bachelor's degree in environmental health and sanitation, as well as microbiology, at the University of Washington. Unfortunately, he never quite got his sea legs.

"I kept on getting seasick, so I applied for a land position," Kang said.

Beside working full-time at the seafood company and volunteering for the citizens' council, Kang is working on his master's degree through the University of

Alaska's Fishery Industrial Technology Center in Kodiak.

His work on the terminal operations committee takes 10 or 12 hours a week of his personal time, Kang figures. He said he does it for the chance to make a contribution with his college training, and the chance to represent Kodiak as a community

affected by the oil spill 10 years ago.

He said he has found particularly interesting the committee's work on the water quality discharge permits for Alyeska's Valdez tanker terminal, and on the non-indigenous species project, which is evaluating the risk that Prince William Sound will be invaded by non-native organisms arriving in ballast water.

"I knew a little bit about the subject matter and I thought I could give decent representation for Kodiak and the seafood industry," he said. "I've had a great deal of fun and I've learned quite a bit."

He said he thinks the citizens' council is aggressive but tactful, and hopes the organization will stick to its guns on issues like getting a non-voting advisory seat on the unified command that oversees responses to major oil spills.

"It's very valuable that the council exists," he said. "It gives a voice for citizens and for outlying communities outside Prince William Sound."



David Kang

Board seats new, returning directors at abbreviated annual meet in Valdez

The council board held an abbreviated one-day annual meeting in Valdez March 4 after high winds kept several directors and other attendees from getting into the Valdez airport.

A main agenda item was filling nine board seats of members whose terms had expired. The following were reappointed: John Allen, Tatitlek; Blake Johnson, Kenai Peninsula Borough; Bill Lindow, Prince

William Sound Aquaculture Corp.; Dennis Lodge, Seward; Stan Stephens, Alaska Wilderness Recreation and Tourism Association; Paul McCollum of Homer; and JoAnn McDowell, Valdez.

In addition, Tom Walters of Kodiak was appointed to replace Dale Heath, while Steve Lewis of

Seldovia replaced Tim Volstad. Heath and Volstad had said they did not want to be reappointed.

Executive-board elections and committee appointments were postponed to the quarterly meeting in Homer, which is scheduled for May 6 and May 7.

Two other recent new appointees are Patience Andersen-

Faulkner and Michael Williams, who were seated at the December quarterly meeting in Anchorage. Andersen-Faulkner replaced Michelle Hahn O'Leary as representative of Cordova District Fishermen United. Williams replaced Keith Gordaooff as representative of Chugach Alaska Corp.

Observer articles are written by public information manager Stan Jones except as noted.



Patience Andersen-Faulkner

Tenth, continued from p. 1 likelihood of such an accident by 75 percent, according to a council-sponsored risk assessment study of tanker operations in the Sound.

"No safety system devised by human beings can be perfect," said John Devens, executive director of the citizens' council. "But we are much better off today than we were ten years ago."

Among the most important changes identified in the study:

- Improvements to the tanker escort system, which continue today with the acquisition of the Nanuq and Tan'erliq enhanced tractor tugs, as well as Alyeska's decision to order the new Prevention and Response Tugs

with firefighting capabilities.

- Improvements to the Coast Guard's Vessel Traffic Service, including expanded staffing and upgraded displays that permit tankers to be tracked from Valdez to Hinchinbrook Entrance.

- The federal requirement that oil tankers in U.S. waters — including Prince William Sound — have double hulls by 2015. A Coast Guard study found that a double hull could have cut the size of the Exxon Valdez spill by 60 to 80 percent.

The 32-page report identifies a host of other improvements, as well as some areas of concern:

- Many questions remain about the use of chemical dispersants on North Slope crude

spills. The citizens' council has called for more research into the effectiveness and toxicity of these compounds in water and weather conditions found in Prince William Sound and the Gulf of Alaska.

- Constant watchfulness will be needed to make sure double-hull requirements aren't relaxed as the 2015 deadline approaches.

- Low crude prices are triggering layoffs and other cutbacks in the oil industry, including cutbacks to oil spill response forces. The council takes the view that safety is a fixed cost of transporting oil, and should not be subject to the vagaries of the commodities market.

The report concludes with a suggestion that one of the most radical innovations to come out of the Exxon Valdez oil spill was the establishment of permanent, industry-funded citizens' councils to oversee both the oil transportation industry and its government regulators. After the Exxon Valdez spill, separate citizens' councils were set up to oversee the North Slope crude oil trade and the Cook Inlet trade.

The report, titled "Then and Now: Changes in oil transportation since the Exxon Valdez spill" can be obtained free of charge by contacting the Anchorage or Valdez office of the citizens' council, as listed on the back page of the Observer.

New legislative affairs committee selected for the 1999 session

Six members of the council board were chosen at its December meeting to serve on the 1999 Legislative Affairs Committee. They are: Bill Walker, chairman, and Bill Lindow, JoAnn McDowell, Margy Johnson, Tom Jensen, and Stan Stephens. Johnson and Stephens are new to the committee; the others served last year.

Juneau attorney Doug Mertz is the council's legislative monitor again this year. He files a weekly written report on developments in the capital, and provides an oral update at committee meetings, generally held every other week during the session.

As the Observer went to press early this month, no major measures directly affecting oil transportation safety had surfaced in Juneau, though the committee was tracking two more general

issues of concern.

One is a measure, sponsored by Sen. Dave Donley, R-Anchorage, that would require a

regulations will be handled if benefits are intangible and costs are difficult to quantify, as is sometimes the case with



Legislative reception, Feb. 10: Gerald McCune, CDFU; JoAnn McDowell, council board; Rep. John Harris, R-Valdez; DEC Commissioner Michele Brown; Gary Thomas, Oil Spill Recovery Institute. RCAC photo by Stan Jones

cost-benefit analysis, with a showing of net benefit, for all regulatory actions by the state. The committee is monitoring the bill out of concern for how

environmental regulations.

Another issue of concern is how the state's budget problems could affect funding for the section of the Department of

Environmental Conservation that deals with oil-spill prevention and response. Because those activities are paid for from a dedicated fund financed by a special per-barrel tax on North Slope oil, they may be relatively immune from budget cuts. But in a fiscal crisis, even dedicated uses of revenue could be at risk.

This year, as was the case last year, the council co-sponsored a legislative reception in Juneau. This year's event was held at the Hangar, overlooking Juneau's harbor, and drew hundreds of participants, including members of the legislature. The other sponsors were communities and groups in Prince William Sound.

The citizens' council was represented by board members Stan Stephens, Margy Johnson and JoAnn McDowell; Executive Director John Devens; staffers Stan Jones and Leann Ferry; and Doug Mertz.

Recertification, from p. 1 time period specified by the Coast Guard or risk decertification.

"We were gratified to see the Coast Guard agreeing with us about our rights, powers and duties," said John Devens, executive director of the citizens' council. "This action should improve our relations with the oil industry and the local Coast Guard because now we all know what the ground rules and parameters are."

In his Jan. 13 letter to the council, Coast Guard Rear Admiral R.C. North made two minor recommendations: that the council examine its Alaska residency requirements for board members, and that it conduct an internal policy and controls audit.

Both projects were already under way when the Coast Guard made its suggestion to the council, Devens said.

Recertification is normally a routine exchange of paperwork that takes three months or so. The council files its application in the spring, the Coast Guard solicits comments on the application, weighs them, and grants recertification.

However, the 1998 recertification dragged on for more than six months after the council applied in May, because of the number and gravity of critical comments, and the time needed by the council to prepare responses, which it submitted to the Coast Guard after a special board meeting in October.

Some of the main points

raised in the 23 pages of industry and Coast Guard comments were:

- That the citizens' council should be terminated in its present form and reconstituted as adviser to a government-industry association that would provide the council more oversight, direction and discipline.

- Limiting council membership to representatives of local governments, which would have eliminated Native groups, environmentalists, commercial

fishermen, and two business organizations from the current roster.

The Coast Guard in its 2,000-word-plus Federal Register notice rejected all of the suggestions for restructuring or restraining the council, stating several times that the council's actions for the period in question, including the actions that drew the complaints,

were within its powers under the Oil Pollution Act.

For example, the Coast Guard



**Rear Admiral R.C. North
U.S. Coast Guard**

Tankers, continued from p.1 and remain in service indefinitely, just as if they were originally built with double hulls.

It also permits vessels with double bottoms or double sides - but not both - to remain in service as much as five years longer than pure single-hull tankers, but not past the 2015 deadline.

The law does not say, however, what happens if a single-hull tanker is retrofitted with a double bottom or double sides, but not both, after its phaseout date.

According to a Coast Guard request for comments, the industry has proposed that such retrofits qualify vessels for extended service, just as if they

were originally fitted with the double bottom or double sides.

That's not a good idea, according to the council's Jan. 11 letter to the Coast Guard.

"Prince William Sound fishermen and the environmental community have been advocating double-hulled tankers for more than 25 years," the council wrote. "After many promises and changed requirements, the unanimous Congressional mandate demonstrated in OPA 90 should not be diluted."

U.S. Rep. Rodney Frelinghuysen, R-New Jersey, weighed in with similar views.

"Any exception of what is already a very liberal phase-out schedule for single-hull tankers

responded as follows to a statement that the council should not comment on regulatory compliance issues: "There is nothing in the Act that restricts advice provided under the Act from covering regulatory compliance, especially regarding the topic areas specifically identified under the Act."

The Coast Guard recertification is good until January 30, 2000, meaning the council will submit its next application this fall.

Also on Jan. 13, the Coast Guard recertified the Cook Inlet Regional Citizens' Advisory Council, which is based in Kenai. That recertification was also unconditional, but included a suggestion that the Cook Inlet group conduct an internal policy and controls audit.

will simply increase the risks of oil spills and harm to the environment," Frelinghuysen wrote the Coast Guard on Jan. 8. "It would make more sense to place greater emphasis on encouraging the replacement of the aging tanker fleet with new, safer and environmentally friendly double hulled ships."

Frelinghuysen was responsible in 1998 for pushing Congress to close an ambiguity in the Oil Pollution Act that allowed single-hull tankers to extend their service life by reducing their cargo capacity, a process called "remeasuring."

The Coast Guard is expected to decide on the single-hull retrofit issue soon.

A Valdez mayor looks back on the event that changed Alaska

By John S. Devens, Ph.D.
Executive Director

There are certain dates in all of our lives that we will remember forever because they were life-changing events. March 24, 1989 is such a date for many of us. Not only were many of our lives altered by the Exxon Valdez oil spill, but our laws, regulations, and attitudes were changed with regard to the environmentally safe operation of the Alyeska terminal and associated tankers.

In March of 1989 I was serving my fifth year as Mayor of Valdez. Two years earlier Valdez had increased property taxes on Alyeska Pipeline Service Co. with the intention of using the additional revenue to support an oil spill response facility. For reasons too complicated to deal with here, the state of Alaska went to court and overturned our authority to tax Alyeska at a higher rate than other Valdez taxpayers.

Only months before the spill, I formed the Mayor's ad hoc committee on the effects of a

major oil spill. The committee held its last meeting the night of the spill.

For years the citizens of Cordova had questioned how safe the system was, and had lobbied for the formation of a citizens' advisory group. Riki Ott, a Cordova citizen, spoke to the ad hoc committee that night only hours before the spill.

"It's not a matter of if we have a spill, it is a matter of when we have the spill," she said.

Former Governor Hammond wrote a prophetic poem years before the spill. In the poem, he very accurately described the devastation caused by a large oil spill and its effect on birds, animals, and fish. Weeks after the 1989 spill Jay

Hammond recited his verse on a special television program.*

My point is that government, industry, and to some degree the citizens had grown complacent because there had never been a major spill.

Remembering 1989



John Devens

Alyeska had cut back on the number of people dedicated to responding to a spill. Response equipment and materials were inadequate. Coast Guard budget cuts had affected its monitoring of the Vessel Traffic System. The Alaska Department of

Conservation needed more people in Valdez but did not have the budget. Many of us who sensed things were not right might have pressed harder for improvements.

It is now ten years later and we must guard against

complacency. Without a doubt there have been great strides in prevention and in response capabilities. I feel certain we have one of the safest systems in the world, but we must not allow a temporary reduction in oil prices to undermine the progress made.

After ten years there are fewer of us with a memory of the 1989 spill. The citizens' council and the Alaska Department of Environmental Conservation still have people who were involved then, but in Alaska industry has very few and the Coast Guard has none. Already, we have state leaders who were only children at the time of the Exxon spill.

Consequently, the work, values and institutional memory of the citizens' council are more important than ever. As individuals and as an organization, we will never forget the lessons we learned on March 24, 1989.

* Hammond has generously agreed to allow publication of the poem in a future Observer.

Alyeska commitment is to safe movement of North Slope oil

By Bob Malone

President/CEO & COO
Alyeska Pipeline Service Co.

Ten years ago this month Alaska and the United States were devastated by the oil spill in Prince William Sound. From that tragic event, we have all learned that prevention is the key, because the easiest oil spill to clean up is the one that never happens. Working with our partners, Alyeska Pipeline Service Company has become a world leader in oil spill prevention and response. And we're still learning and improving.

We've learned the necessity to tap into the resources of the community to help us improve our spill response capabilities and preparedness. We value the input we receive from communities. And while I don't always agree with the Regional Citizens' Advisory Council, I know it has helped us make our prevention and response efforts more effective.

In the last ten years we've built our Ship Escort Response Vessel System (SERVS) into a world class organization. SERVS is the cornerstone of our prevention and response program

in Prince William Sound. The SERVS mission is two-fold: 1) preventing spills from occurring and 2) mobilizing the response and recovery resources needed if there is a spill.

SERVS is the largest organization of its kind in the Western Hemisphere.

The foundation of our prevention system is the tanker escort system through SERVS. That escort begins after loading at the Valdez

terminal, where a powerful tug is tethered to the back of a tanker for the trip through the Valdez Narrows and Valdez Arm, offering immediate assistance if a tanker loses power or has steering problems. As a tanker departs the Marine Terminal, it's joined by a second tug that stays with the tanker through the Sound to Hinchinbrook Entrance. Other vessels pre-positioned in central

Prince William Sound go on watch when the tanker reaches their area. A second tug then joins the tanker for a close escort through the confined section of the lower Sound.

Alyeska Report



Bob Malone

The first of two new enhanced tractor tugs, the Nanuq, has joined the SERVS escort fleet. These 153-foot, 10,000 horsepower tractor tugs were specially designed for use in Prince William Sound. Alyeska also recently contracted to have three more

state-of-the-art tugs built to further strengthen our escort fleet and these vessels will be completed early next year. In addition to filling an escort and spill response role, these new vessels will be fitted with firefighting systems, making each vessel the equivalent of six fire trucks.

SERVS also manages the biggest spill response equipment

stockpile anywhere in the world, including more than 55 oil skimming systems, 8 barges for recovered oil, and 35 miles of containment boom, with equipment stationed at 5 Response Centers in Port Valdez and across the Sound. In addition, 350 fishing vessels on contract to SERVS are available in local communities to respond to a spill, and help us identify and better protect areas at risk.

In the ten years since the oil spill, Alyeska Pipeline has invested over \$90 million in equipment to improve our oil spill prevention and response efforts in Prince William Sound and has committed \$150 million more over the next 10-20 years in new vessel charters. Alyeska spends \$60 million annually and employs 300 people in prevention and response activities.

I can't guarantee there will never be another oil spill in Prince William Sound. I can tell you we've established the best oil spill prevention and response organization anywhere in the world, and that we are committed to safe oil transportation in Prince William Sound and along all 800 miles of the pipeline.

Ten years spent combating complacency have produced results

By Stan Stephens
Council President

On this tenth anniversary of the Exxon Valdez oil spill, I want to look back on what the Prince William Sound Regional Citizens' Advisory Council has done to keep it from happening again. I also want to list some things we are still working on to help the citizens, the wildlife, and the rest of the ecosystem from Cordova to Kodiak that was damaged in 1989.

We pushed hard for better escort vessels based on the Tanker Towing Study and the Risk Assessment Study. Today, new tugs are at work in the Sound, more are on the way and we are less likely to have another accident like the Exxon Valdez.

Along with this, we now have weather restrictions for both wave height and wind. The Sound has more weather buoys than any similar body of water in the world.

One of our most important responsibilities is advising the oil shipping companies and the state of Alaska on oil-spill contingency plans for tankers. Though we have received much criticism from the oil industry as a result, we believe we have made a

difference.

We have also worked diligently on the issue of dispersants, suggesting studies to better understand these chemicals that can be used against oil spills and to possibly make changes in the federal dispersant requirements.

We are trying hard to keep the requirement for double-hull tankers by 2015 from being watered down or dropped from the Oil Pollution Act of 1990. Most of the Prince

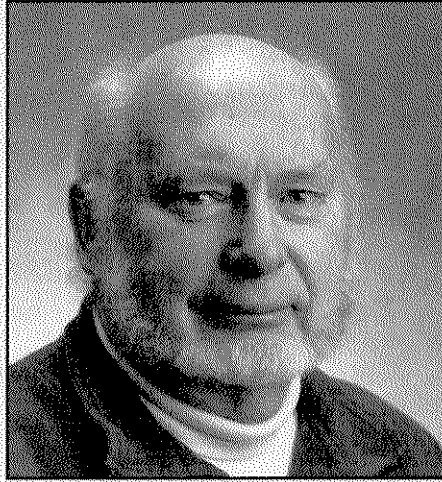
William Sound tankers are now 20 years old or older. We need new tankers with double hulls in order to protect our waters.

We have also been studying ice detection and avoidance because the two most serious Prince William Sound tanker accidents — including the Exxon Valdez — occurred as a result of ice.

We have a drill-monitoring

program for oil spill response operations. This is more important than ever, with the oil industry cutting budgets because of low crude prices and Alyeska having trouble performing adequately during recent drills.

President's Report



Stan Stephens

In areas not directly related to catastrophic oil spills, we have been doing longterm environmental monitoring to check for pollution from ongoing operations and to give us a record for the future.

One of the biggest recent improvements is the Tanker Vapor Recovery System at the Valdez Marine Terminal. When we first started on this project, Alyeska officials said that they would never install it, but they did. The workers at Alyeska and the citizens of Valdez now have a better quality of life.

We are working on the Aquatic Nuisance Species Study, in which we are teaming up with

the shippers, the state, the Coast Guard, and the Smithsonian Environmental Research Center, and others in the scientific community to assess the risk that Prince William Sound will be invaded by undesirable non-native marine life.

Of course we have many other projects and accomplishments, too many to list all of them here.

Over the past year, the oil industry and the Coast Guard in Alaska have complained about how we do business because they do not want citizens' groups like us to develop elsewhere in their working territories.

But Coast Guard headquarters in Washington emphatically affirmed in its recertification notice earlier this year that we have been doing our job as called for under the Oil Pollution Act of 1990, which was passed in response to the Exxon Valdez spill.

While we are not perfect, we believe we have helped combat the complacency that caused the Exxon Valdez accident. And we expect to still be doing this important work a decade from now, on the 20th anniversary of North America's worst oil spill.

Publications and reports are available from council office

Copies of most documents are available to the public free of charge. A handling fee will be charged for large documents and for requests of more than 10 documents. Contact the council's Anchorage office to order.

Reports

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Education events mark the 10th anniversary of the spill

By Leann Ferry
Community Liaison

The citizens' council has been working with a consortium of community and agency partners in planning special events to commemorate the tenth anniversary of the Exxon Valdez Oil Spill. One of the educational highlights of this effort was an art and essay contest conducted by the U.S. Forest Service in the

Community Corner



LEANN FERRY

Exxon spill region in January and February. The focus of the contest was: Ten Years After the Exxon Valdez Oil Spill...We Remember...We Learn.

The deadline for entries was February 26, with judging of entries to be completed by the week of March 8, in time for the "Legacy of an Oil Spill" symposium in Anchorage. In addition to prizes, winning entrants in the essay contest will be invited to share their essays at the symposium. Winning art submissions will be displayed at the symposium and published in an educational calendar. The essay contest included grades 7-12. The art contest covered kindergarten through 12th grade.

Also under development at the Prince William Sound Science Center is a four-page newspaper about the history of the spill and its impacts. The newspaper is aimed at grades 3-6 and will be distributed throughout the Exxon spill region.

Get Regular Emails from the Council

PWSRCAC_Hotline is up and running! PWSRCAC_Hotline is a moderated email list of the citizens' council. The purpose of the list is to communicate with citizens in the region about oil transportation issues in Prince William Sound, the Gulf of Alaska and lower Cook Inlet. Subscribers to the list can expect

one to two emails per week on general oil transportation issues and council-related events. In the event of an oil spill in the region from a trans-Alaska Pipeline tanker, we'll use the PWSRCAC_Hotline to keep subscribers up to date. If you would like to get on the list or if you have an announcement about oil transportation issues in your area, send an email to ferry@pobox.alaska.net. You can cancel your subscription at any time.

What's New on the Council's Web page?

Have you seen the council's Web page? Check it out at www.alaska.net/~pwsrcaac. Recently posted information includes:

- Observer Newsletter: December 1998 issue
- Annual Report: 1997-1998 In Review
- Research Reports: Environmental Monitoring, In-Situ Burning, Bioremediation, Dispersants, Non-indigenous Species.
- Oil Spill Contingency Plans: Information on the public process for approving oil industry spill response plans.

The email hotline will keep subscribers up to date on oil transportation issues

- Exxon Spill Ten Year Anniversary: Information on events in the region marking the 10th anniversary of the Exxon Valdez oil spill.
- Citizen Input: You are one click away from giving us input on the council's work. Click one button and send us an email directly from our Web site.

We'd Like To Hear From You

Call our toll free number any time with questions about our work. If you know of an organization or audience interested in a presentation about the citizens' council or if you can provide feedback from your community, please let Community Corner know. You may contact me by phone at (800) 478-7221 (direct at 907-264-6235), or by email at ferry@pobox.alaska.net.

Prince William Sound Regional Citizens' Advisory Council

The Prince William Sound Regional Citizens' Advisory Council is an independent, non-profit corporation formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts of the trans-Alaska pipeline terminal and tanker fleet.

The council has 18 member organizations, including communities affected by the Exxon Valdez oil spill and groups representing Alaska Native, aquaculture, environmental, commercial fishing, recreation and tourism, interests in the spill region.

The council is certified under the federal Oil Pollution Act of 1990 as the citizen advisory group for Prince William Sound, and operates under a contract with Alyeska Pipeline Service Co. The contract, which is in effect as long as oil flows through the pipeline, guarantees the council's independence, provides annual funding, and ensures the council the same access to terminal facilities as state and federal regulatory agencies.

The council's mission: Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

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