

THE OBSERVER

July 2014 Volume 24, No.3

A publication of the Prince William Sound Regional Citizens' Advisory Council

First of two new oil tankers to begin service in Prince William Sound in 2014

The first of two new SeaRiver oil tankers is expected to begin service in Prince William Sound later this year.

SeaRiver, the shipping arm of ExxonMobil, held a naming ceremony for the vessel Liberty Bay on April 25. The second vessel will be named Eagle Bay.

Built by Aker Philadelphia Shipyard, Inc., both vessels measure 823.5 feet long and 144 feet

wide, and have double hull protection for both cargo and fuel tanks. The vessels are capable of carrying 115,000 tons of weight including cargo, fuel, ballast water, provisions and crew. Cargo capacity is 800,000 barrels (approximately 33.6 million gallons). Propelled by a slow speed diesel engine, the vessels' "service speed" is 15 knots (approximately 17 miles per hour).

Ballast water treatment technology

The ship is equipped with a special onboard system that will use electricity and seawater to treat ballast water for aquatic invasive species, such as European green crab, long of concern to the council. The exterior hull has been treated with a non-tin based anti-fouling coating, which will help prevent the accumulation of non-native organisms such as mussels, barnacles or sea squirts. Older tin-based coatings were especially toxic to the marine environment.

Other safety and environmental fea-

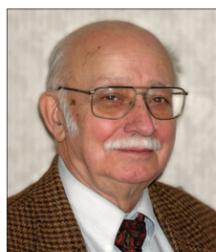
See page 6, **TANKERS**



Photo of Liberty Bay courtesy of Aker Philadelphia Shipyard.

Parker and Malutin pass away on June 25

Walt Parker, board representative for the Oil Spill Region Environmental Coalition, and Iver Malutin, former representative of the Kodiak



Village Mayors Association, both passed away on June 25.



For more, see page 2.

New Zealanders in search of Exxon Valdez lessons

This past June brought visitors to Alaska to learn about the Exxon Valdez oil spill. Raewyn Bennett and Elaine Tapsell, elders of the indigenous Maori people of New Zealand, came to look for information and best practices or guidance that might be useful to them in the aftermath of their own oil spill off the coast of New Zealand in 2011.

The cargo tanker Rena ran aground on the Astrolabe Reef in October 2011, releasing over 350 tonnes (approximately 110,000 gallons) of fuel oil and shipping containers into New Zealand's

See page 6, **MAORI**

Prince William Sound spill contingency plans under review

By **LINDA SWISS**
Council Project Manager

The council participates in various work-groups tasked with updating the Prince William Sound Subarea Plan, and recently submitted comments on proposed changes to the plan. The last update to the subarea plan was completed

See page 5, **CONTINGENCY PLANS**

Bauer reelected, new members welcomed, long-time volunteers honored

The council held its annual board meeting in Valdez during the first week of May. Among other business, new board officers were elected for the year.



See page 5, **VOLUNTEERS**

John Devens, former council executive director, dies at 74

John Devens, Sr, executive director of the council from 1998 to 2009, passed away at his home in Copper Center, Alaska on June 13.

Devens was the mayor of Valdez when the Exxon Valdez tanker hit Bligh Reef, spilling 11 million gallons of oil into Prince William Sound.



See page 4, **DEVENS**

AK Chamber of Commerce - AK Wilderness Recreation & Tourism Assoc. - Chenega Bay - Chugach Alaska Corp. - Cordova - CDFU - Homer - Kenai Peninsula Borough - Kodiak - Kodiak Island Borough - Kodiak Village Mayors - OSREC - Port Graham Corp. - PWS Aquaculture Corp. - Seldovia - Seward - Tatitlek - Valdez - Whittier

INSIDE THE OBSERVER

Swanson: Let's not write off mechanical oil recovery in Prince William Sound spill response, p. 3



Anchorage administrative assistant position changes hands, p. 6

Alyeska: Employee training increases safety, saves lives, p. 3

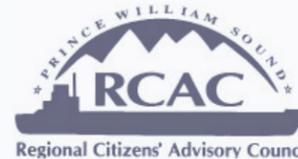
Inspection and testing of secondary containment liners at terminal observed, p. 6

Council staffer keeps a close eye on terminal for last fourteen years, p. 4

Community Corner: The power of shared history, p. 8

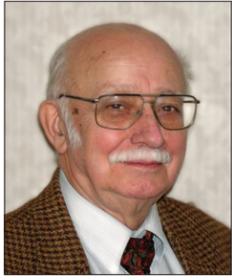
New project ideas needed! , p. 4

Oral history of Exxon Valdez now complete and online, p. 5



NON PROFIT ORG.
U.S. POSTAGE PAID
ANCHORAGE, AK
PERMIT NO. 836

After a long life of service, Walt Parker passes away at 87



Walt Parker

Walt Parker, 10 year council board representative for the Oil Spill Region Environmental Coalition, seems to have made a contribution to just about everything Alaskan over the years. He's had a hand in urban planning, education, transportation, fisheries, telecommunications, and

land use planning, and the oversight of oil and gas operations all over Alaska and the Arctic.

Much of the major federal legislation involving Alaska, including the Alaska Native Claims Settlement Act of 1971, the Trans-Alaska Pipeline Authorization Act of 1973, the National Fishery Conservation and Management Act of 1976, known as the Magnuson-Stevens Act, the Alaska National Interest Lands and Conservation Act of 1980, and the Oil Pollution Act of 1990 has Parker's fingerprints on it.

Shortly after his service in World War II, Parker married his wife Patricia and brought her to Alaska in 1946. From 1946-1970, he worked for the Federal Aviation Administration, the Federal Field Committee for Development Planning in Alaska, and headed the team that reported to Congress on which pipeline route from Prudhoe Bay best served national interests.

After leaving federal service in 1971, he joined the University of Alaska, working on international fisheries and transportation and teaching courses in political science, urban planning and regional planning. He and Patricia founded Parker and Associates, Inc. which consulted primarily on transportation and telecommunications issues.

In 1974, Parker was appointed as environmental consultant to the state on the pipeline and served as director of the technical staff. He oversaw the construction of the Dalton Highway.

Governor Hammond asked him to join his cabinet as commissioner of highways to form a Department of Transportation, served as chair of the Alaska Oil Tanker Task Force, as delegate from Alaska on the Pacific Oil and Ports Group, and chaired the Alaska Telecommunications Task Force.

After the Exxon Valdez oil spill, Governor Cowper appointed Parker as chair of the Alaska Oil Spill Commission, the group charged with examining the causes of the Exxon Valdez oil spill. The commission made 52 recommendations for improvements. Congress incorporated 50 of these recommendations into the Oil Pollution Act of 1990.

One of these recommendations was to create a citizen oversight council for the oil industry in Prince William Sound.

He later chaired the Alaska Hazardous Substance Spill Technology Review Council from 1990 to 1995, which examined oil spills and other hazardous substance problems in Alaska.

In 1995, he was appointed by President Clinton as a Commissioner of the Arctic Research Commission, and later served as a delegate from the U.S. to the Arctic Council. He was appointed to the U.S. delegation to the Arctic Environmental Protection Strategy Working Group on Emergency Preparation, Prevention and Response in 1995.

Over the years, Parker served on many other committees, boards, and other organizations,



Council representatives met with Senator Mark Begich in DC in 2010. Left to right: Sen. Mark Begich, Swanson; Parker; Faulkner; Bob King of Sen. Begich's office; Stan Jones, then-Director of Administration and Legislative Affairs; and Roy Jones, federal legislative monitor for the council. Photo courtesy of the office of Sen. Mark Begich.

including president of the Anchorage Chapter of the Alaska Conservation Society, the Alaska Forum for Environmental Responsibility, chaired the Bering Sea Forum, a joint U.S./Russian group formed to protect North Pacific Ecosystems. He chaired the Circumpolar Infrastructure

See page 7, **PARKER**

ElderSpeak - Citizen Oversight

Walt Parker wrote this column, titled "ElderSpeak," for the first edition of *The Observer* newsletter in 1991.

The Alaska Oil Spill Commission decided early in its deliberations to concentrate on prevention of future spills. It did not overlook its legislative mandate to recommend better response to future spills; but it was obvious in the wake of the wreck of the Exxon Valdez that prevention measures were the most cost effective and best protected the environment. In the end the most difficult question was: How can we guarantee that these new systems do not degrade and become largely inoperative as they did between 1979 and 1989?

The commission sought to insert some mechanism into the system that would have as its principal goal the safety of the marine transportation system, an institution that would not be led away from this goal by other organizational concerns.

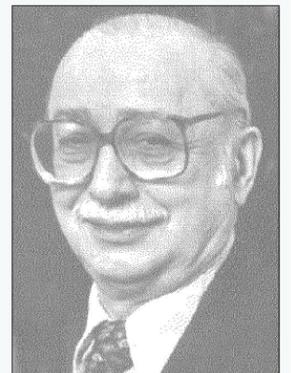
Eventually, the commissioners decided that the missing ingredient was a group of concerned local residents who would be given a statutory mandate to provide citizen oversight of both the regulators and the regulated-government and industry. The thought was that "those who have the most to lose will pay the most attention."

Congress already had received proposals from the Prince William Sound and Cook Inlet oversight groups. The commission backed those efforts but also recommended creation of the state Citizens' Oversight Council on Oil and Other Hazardous Substances as the rest of the state had been overlooked. Regional and local

councils were already mandated by the legislature. The relationship between federal and state sponsored councils should be both independent and supportive since they have common goals but may have different ideas on how to achieve those goals.

Now, as a result of congressional and state action, we in Alaska have an impressive array of oversight councils. We should remain vigilant against becoming part of the problem, however, especially after our vision and memory fade over time. The transportation of large amounts of crude oil through Alaska waters will probably continue for the next fifty years, at least. Over time, it will be easiest to go along with those who want to do the minimum in maintaining safety standards. The Alaska Oil Spill Commission considered citizens' council the chief weapon against government apathy and bottom-line industry standards.

As we approach the second anniversary of the Exxon Valdez oil spill, we can expect to hear from those who want to forget about what happened and return to the old ways. We must stand firm. Citizens councils clearly provide knowledgeable continuity to spill protection for Alaska. Those with the most to lose do pay closest attention.



Walt Parker, 1991

Iver Malutin, Kodiak advocate, passes away at 82

Iver Malutin, former council board member representing the Kodiak Village Mayors Association, passed away June 25 at the age of 82.

Malutin was on the council board from May 2008 until he resigned from the board in January 2013.

In addition to the citizens' council, Malutin volunteered on a number of other boards and commissions, including an appointment by Governor Frank Murkowski to the Alaska Commission on Aging,

where he worked to promote collaboration between stakeholder agencies to improve health care services for Alaska's elderly. Other volunteer positions included advisory boards and committees for fisheries, subsistence lifestyle, Kodiak, and Native Alaskan traditions.

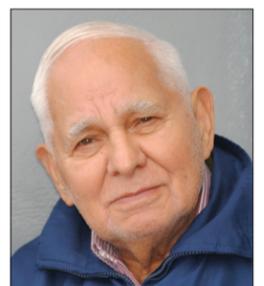
"Each of us brings our own history with us into a meeting," said Patience Andersen Faulkner, board representative from Cordova District Fishermen United, "Iver brought his family and friends

when he spoke of how important an issue was to RCAC, and he shared his wisdom with a great sense of positive humor."

"Iver was a great advocate for Native interests and for people of all persuasions, youth, elderly, those from small villages or large cities, and those who couldn't speak up on issues," continued Faulkner. "Iver always had a take-home message. He was engaged in the diverse RCAC issues and he was a curious, active listener and speaker.

Iver lived his

commitments. Iver was a loving and caring friend, and always had a hug for me. He will be missed by many across the state, and especially missed by those he touched and influenced at the council."



Iver Malutin

From the Executive Director

Let's not write off mechanical oil recovery in Prince William Sound spill response

The council has often written and commented about the significant difficulty of responding to an oil spill in the frequently challenging Alaskan environment. Typically, these observations drive home the point that, given this difficulty of response, extra spill prevention measures are merited and frankly cost effective. All this remains accurate and true.

What is not accurate is that if mechanical, or physical, recovery of spilled oil is anticipated to be difficult, protracted, and ultimately result in only a minimal recovery of the percentage spilled, then we might be better writing off mechanical recovery in advance. This would require us to shift our priorities to more controversial and definitely more environmentally murky options like burning or chemically dispersing the spilled oil.

Before you agree or disagree, here are a few oil spill response facts to consider. The sooner you respond to an oil spill, the easier the oil is to pick up. Getting to the spill before it spreads, emulsifies, and ends up in the water column and beaches is paramount. Alyeska's Ship Escort/Response Vessel System, or SERVS, and the entire 400 plus vessel Tier I and II fishing vessel spill response fleet combined with tremendous amount of recovery equipment and oil storage capacity comprise the most comprehensive, fast acting oil spill response and recovery capability in America and most likely anywhere in the world. With the range of oil collection systems such as the NOFI Current Busters, Harbor Busters and Ocean Busters and the new Crucial Disk skimmers in the SERVS inventory the spill response oil skimming capability in Prince William Sound is not theoretical. It is real. It is also proven. If you can get to the spill in time and deploy equipment where the oil is, these collection systems will pick up oil. In 2002, Ocean Busters from the SERVS inventory were deployed

to respond to a fishing vessel sinking and a resulting diesel spill. This incident in Windy Bay was a resounding success, recovering the vast majority of the spilled diesel.

Having the right equipment close by is no guarantor of success. On Christmas Eve 2009, the Pathfinder, one of the tugs associated with tanker transits, was out scouting for Columbia glacier ice in the tanker lanes. The tug hit Bligh Reef and ruptured one of her fuel tanks releasing a significant volume of diesel. Initial efforts to corral and recover the spilled diesel were abandoned and no significant volume was ever recovered.

Recovering oil is the only response tactic that removes the oil from the environment. Burning oil puts pollutants in the air, and eventually many of the also-toxic products of combustion eventually fall out of the air and return to the sea and land surfaces that lie downwind. In addition, environmental conditions that allow for burning oil are ideal conditions for mechanical recovery. If you can corral the oil enough to burn it, why not remove it from the environment completely?

Dispersants drive the oil and the chemicals that break it up into the water column and eco-system where they are least visible and least likely to impact beaches, but also where they have the most potential to cause invisible harm to the marine environment. Accordingly, National Oil Spill Response Policy gives priority to mechanical recovery. In practice, it appears that many response officials have been successfully dissuaded from following this sound policy and have opted for giving priority to burning or dispersing the oil.

In Alaska, there is absolutely no reason to deviate from sound national policy. In Prince William Sound, we have the best skimming tools, the best training, the most vessels, the greatest recovered-oil storage capacity, the most

frequently tested response speed and proven capability to recover far more than the pitiful 1-2% of the volume that was estimated as mechanically recovered in the Gulf of Mexico oil spill.

As good as any capability to mechanically recover spilled-oil is however, it has to be used and prioritized. Increased proficiency can improve capability. This can be accomplished through the use of environmentally benign oil simulants or oil surrogates to practice recovery techniques. What we need is an understanding of what can be done and a firm commitment to use mechanical recovery to the maximum extent possible and to continue to sustain and improve oil recovery proficiency at every opportunity.

It is always better to prevent a spill than to try to respond to one. But, if we need to respond, let's not write off mechanical recovery. It's not perfect, and can surely be improved upon, but if there is another response system out there that has a better probability of success with mechanical recovery than our own Prince William Sound responders, the council is unaware of it. Mechanical recovery should always be given priority, with burning and dispersing spilled oil only being used after mechanical recovery has been given its fullest possible effort. The time for these is not before, and certain not in lieu of, mechanical recovery.

• Mark Swanson is the executive director of the Prince William Sound Regional Citizens' Advisory Council.



Mark Swanson

From Alyeska

Employee training increases safety, saves lives

Life and death situations arise in an instant, at any location, in any environment. Remote field sites, urban settings, even on a casual drive home. Ask Cindy Keuler, Alyeska Environment Program Specialist.

On April 4, Keuler and her sister were returning from Wasilla to Anchorage when they noticed a vehicle pulled off to the side of the road. The driver was standing alongside his vehicle talking on a cell phone while tending to a passenger still seated in the vehicle.

"I could tell something wasn't quite right." Keuler asked her sister to turn around. "As we approached the scene, the driver said his friend was having a heart attack."

Keuler and another passerby immediately began to perform CPR on the man in distress. Keuler ensured there were no obstructions to the man's airway and began to perform mouth-to-mouth; the man lending assistance started

chest compressions.

While relaying their actions to a 911 operator, Keuler noticed the victim was turning blue. "I could tell that the man assisting me was not administering his chest compressions fast enough or strong enough."

One of the onlookers said that he couldn't because he (the other responder) had a broken back. Based on this injury, "I told him we needed to switch. It was definitely a situation that required me to Speak Up, Step Up."

Shortly after they changed positions, emergency personnel arrived on scene, took over the lifesaving tasks and loaded the victim into an ambulance.

Keuler was initially reluctant to share her experience. "I really don't want the spotlight to be on me. What's important is the training that allowed me to help. Although I have used my First Aid training many times in the past, I've

never used my CPR training in a life-or-death situation and I thank God I knew what to do."

As one of Alyeska's Emergency Response Coordinators at Centerpoint West, Keuler receives training that keeps her current with First Aid/CPR/AED.

In talking with her sister afterward Keuler said she, too, had never witnessed CPR performed in a real life situation. "It was a true awakening for my sister, and she realized how important it was to know how to respond in emergency situations. She's now decided to become certified."

In the days following the incident, Keuler made several trips to the hospital to check on the man and his recovery. "While he was still in Cardiac Intensive Care, I was informed that although he had a long road back he was expected to recover."

• Submitted by Alyeska Communications.

Council staffer keeps a close eye on terminal for last fourteen years

Tom Kuckertz, project manager for the Terminal Operations and Environmental Monitoring program, retired from the council staff in June.

A member of the council's staff for 14 years, Kuckertz worked closely with the council's Terminal Operations and Environmental Monitoring Committee, which monitors potential sources of pollution at the Valdez Marine Terminal. During his tenure at the council, Kuckertz headed up projects to monitor such important council issues as corrosion of terminal assets, air and water pollution from the terminal, and issues related to maintenance at the terminal. Kuckertz was particularly known for developing a "systems integrity matrix," which helped track issues at the terminal and when those issues were expected to be addressed.

He came to Valdez from Jemez Springs, New Mexico, where he was the vice president of software systems for Pajarito Scientific Corporation, a business that developed and manufactured instrumentation for the characterization of nuclear waste. He and several colleagues started the business to commercialize the technology developed while on staff at the Los Alamos National Laboratory. Kuckertz held the position of Group Leader of the Systems and Robotics Group at the Los Alamos National Laboratory prior to his first retirement so that he could pursue a second career at Pajarito Scientific Corporation.

After his retirement from his third career, Kuckertz and his wife Sue plan to remain in Anchorage and also spend time at their second home in Jemez Springs and travelling, with plans in the works to take a cruise from Copenhagen to New York. Kuckertz serves on the executive committee of the Engineering Accreditation Commission, and for ABET, Inc., (formerly the Accreditation Board for Engineering and Technology), the organization that accredits all college engineering programs in the U.S. and in some foreign countries. Kuckertz has helped evaluate engineering programs at

universities all over the U.S. and the world, most recently in Abu Dhabi in the United Arab Emirates. He expects to continue that volunteer work during his retirement.

"RCAC has a lot of diversity of expertise," Kuckertz says of his years working with the council, "the personality of the [of the organization] is what you might expect or want of a citizens' group. Citizens might not be rational in an individual sense, but that diversity of backgrounds and perspectives helps form a rational viewpoint as a whole out of the many different perspectives."

"Tom has been a great asset to and representative for this council," said Mark Swanson, executive director of the council. "While we will miss his humor and technical contributions to the workplace, I expect many on staff will continue to see Tom socially. He's been a great friend and colleague."

New Terminal Operations Project Manager hired

Austin Love was hired by the council in June to replace Kuckertz. Love has a Bachelor of Science degree in biochemistry from the University of San Francisco and a Masters of Environmental Science and Management from the Bren School of Environmental Science and Management, University of California, Santa Barbara.

Most recently, Love held the position of Water Resources Engineer for Systech Water Resources, Inc., modelling and analyzing pollutant loading and hydrology in various watersheds in the United States. Love also worked as a volunteer for the Santa Barbara Channelkeeper, collecting and recording water sample data.

Love commercial fished in Prince William Sound as a skiff-driver for Thane Miller, current vice president of the council. Love spent the week of June 16 training with Kuckertz prior to his retirement. Love began working full time in the Valdez office on July 14th, but will be taking some time off in mid-August to get married in Valdez.



Tom Kuckertz



Austin Love

New project ideas needed!

The council is inviting your suggestions for projects that would support our mission.

We strive to achieve our mission of promoting environmentally safe operation of the Alyeska terminal and associated tankers through many avenues.

One is to foster collaborative partnerships involving industry, government agencies and citizens. We have learned that such part-

nerships lead to good policies, better response capabilities, safer transportation of oil, and improved environmental protection.

Your suggestions can help us achieve our goals on behalf of you, the citizens we represent.

For details on what we need from you and how to submit a project proposal, visit our website: www.pwsrccac.org/announcements/new-project-ideas-needed/

DEVENS: Oiled mayor's advice still needed years after Exxon Valdez

Continued from page 1

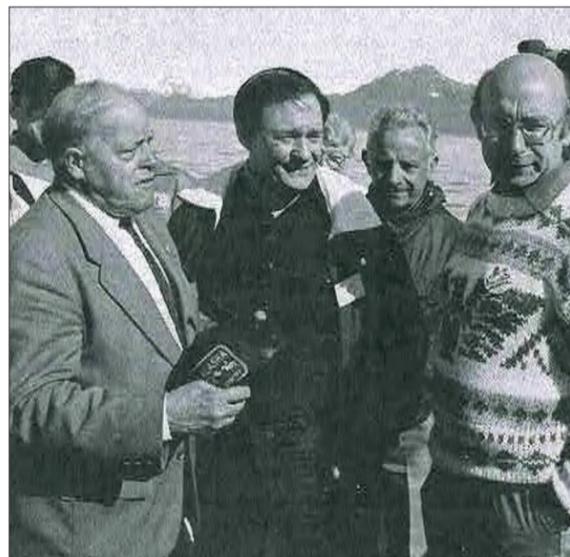
Devens headed the "Oiled Mayors," a group of elected officials from Exxon Valdez-affected communities that banded together after the spill.

During Devens' time as executive director, the council pushed for a number of improvements in the oil-industry operations in Prince William Sound including: a state-of-the-art radar system that monitors for ice from Columbia glacier drifting through the tanker shipping lanes; the reduction of harmful air vapors from the terminal ballast water treatment plant; and the arrival of the highly safety redundant, double rudder and

double-engine room ships from Alaska Tanker and Polar Tanker into Prince William Sound.

After his retirement from the council, Devens ran a bed and breakfast for a number of years, and served as president of the board of directors of Connecting Ties, a non-profit that supports individuals who experience a disability.

Devens was interviewed for the council's book *The Spill*, in 2007. His interview was archived recently through the University of Alaska Fairbanks' Oral History Program, Project Jukebox. You can access Devens profile through their website: www.bit.ly/JohnDevensJukebox For more information on Project Jukebox, see page 5.



In June 1989, the Alaska Oiled Mayors hosted a conference with a group of elected officials from Brittany, France, known as Syndicate Mixte. Seven major oil spills hit the coasts of Brittany during the 20 years prior to the Exxon Valdez spill. The Alaskans learned much from their French counterparts about their experiences. Left: Devens meets with Syndicate Mixte leaders Alphonse Arzel (left) and Jean Baptiste Henri (right). Photo from Proceedings of the International Conference of Oiled Mayors: www.bit.ly/EVOS_OiledMayors



21 years later, Devens shared his Exxon Valdez experiences with a group of community leaders who travelled from the Gulf of Mexico to Alaska following the BP Deepwater Horizon disaster to learn from Alaskans' experience with the Exxon Valdez spill. Left, Mayor Tim Kerner of Jean Lafitte, Louisiana, listens as Devens talks about his experiences. Below, Devens speaks with other Louisiana leaders he invited to his home in Valdez in 2010. Photos by Amanda Johnson.



Oral history of Exxon Valdez now complete and online

The council recently partnered with the University of Alaska Fairbanks' Oral History Program to create an online oral history of the Exxon Valdez oil spill. Visitors to the Project Jukebox website can access video, audio, and written resources that offer a rich understanding of the 1989 Exxon Valdez oil spill.

The stories of twenty people who experienced the spill firsthand

have been recorded talking about the impact the spill had on their lives and on the environment, the cleanup response, the long-term effects of the spill, and changes in the oil industry since 1989.

Twenty-five years after the Exxon Valdez oil spill, Project Jukebox is helping preserve stories from people that may not be previously well-known and have made them

accessible to the public.

These interviews will be of interest to residents of Prince William Sound who were impacted by the spill, those who want to know more about the Exxon Valdez disaster from the people who experienced it, and people around the world hoping to prevent similar accidents in their coastal waters.

The project is available online

at: www.bit.ly/EVOS_OralHistory

This project was supported by funding from the Alaska State Library, Institute of Museum and Library Services, the Alaska Resources Library and Information Services, and the council.

For more information about the project, please contact the council's Anchorage office: (907)277-7222 or anch@pwsrca.org.

VOLUNTEERS: Board elects officers, seats new members, honors long-term volunteers

Continued from page 1

The 2014-2015 executive committee includes:

- President: Amanda Bauer, representing the City of Valdez
- Vice President: Thane Miller, representing Prince William Sound Aquaculture Corporation
- Treasurer: Jim Herbert, from the City of Seward
- Secretary: Cathy Hart, representing the Alaska Wilderness Recreation and Tourism Association
- Members at large are: Pat Duffy, representing the Alaska State

Chamber of Commerce; Andrea Korbe from the City of Whittier; and Stephen Lewis, representing the City of Seldovia.

Two new members were seated, John Johnson, who replaced David Totemoff to represent the Chugach Alaska Corporation and Ian Angaiak, taking Lloyd Kompkoff's place as representative for the Chenega Bay Corporation and the Chenega IRA Council.

Ten and twenty year volunteers recognized

The council also honored several volunteers for their long-term service to the council. Blake Johnson, Bob Benda, George Skladal, Gordon Scott and Bill Conley were all honored for over 20 years of service. Walt Parker and John Kennish were honored for 10 years of volunteer service to the council.

Blake Johnson has represented the Kenai Peninsula Borough on the council since 1993. Both Bob Benda and George Skladal have been on



The 2014-2015 executive committee, left to right: Miller, Duffy, Hart, Bauer, Lewis, Korbe and Herbert. Photo by Amanda Johnson.



Ian Angaiak



John Johnson

the Terminal Operations and Environmental Monitoring Committee since 1991. Gordon Scott has been a member of the Oil Spill Prevention and Response Committee since 1992, and Bill Conley has been a member of the Port Operations and Vessel Traffic System committee since 1991. Walt Parker represented the Oil Spill Region Environmental Coalition since 2004, and John Kennish has been on the Scientific Advisory Committee since 2004.



Blake Johnson receives a 20 year volunteer appreciation award from board president Amanda Bauer. Photo by Amanda Johnson.

CONTINGENCY PLANS: Spill response plans for Prince William Sound under review

Continued from page 1

in 2005.

Access to current information is critical in the early hours of spill response. The council recommended that the revised plan contain the most current information on web links; resources such as communications, equipment, facilities and support personnel; sensitive areas; community information; and wildlife impacted.

Formal adoption of the changes to the Prince William Sound Subarea Plan is expected by the end of 2014.

Modern oil spill contingency plans are long, complicated documents that contain detailed information about how an oil spill can be contained and cleaned up, or prevented in the first place. These plans are required by law and created by the owners of facilities and vessels that store or transport oil. The plans must be reviewed and approved before a facility or vessel can operate.

Federal contingency plans changed after 1989

Before the Exxon Valdez oil spill, prevention and response plans

were not as robust as they are today. With the Oil Pollution Act of 1990, commonly referred to as "OPA90," Congress required oil storage facilities and vessels to submit extensive spill plans describing how oil spills are to be prevented and cleaned up if they do occur.

National spill response public policy is outlined in the "National Oil and Hazardous Substances Pollution Contingency Plan." This plan describes the structure and procedures for preparing for and responding to spills of crude oil and other hazardous substances throughout the United States.

State of Alaska's plans

Within Alaska, OPA90 established "Regional Response Teams," which oversee spill response planning and "Regional Citizens Advisory Councils" (our council is one of these) to monitor the oil industry. OPA90 also requires the U.S. Coast Guard and the Environmental Protection Agency (EPA) to prepare oil spill response plans specific to the State of Alaska, designated as a planning "region."

Alaska also passed a law as a result of the Exxon Valdez oil spill that requires a state-wide plan be

in place to prevent and respond to crude oil and hazardous substance spills.

Combining the state and federal plans

In 1993, a plan was developed to combine state and federal contingency plans into one joint plan. The Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases, more commonly known as the "Unified Plan," was the result of that effort. The Unified Plan was written cooperatively by the U.S. Coast Guard, the EPA and the Alaska Department of Environmental Conservation. This plan contains broad spill response information and guidance and is applicable throughout the state of Alaska.

Developing specific plans for Alaska's various environments

Alaska is a huge state with varied and distinct climates and geography. To accommodate specialized response considerations across such a large area, the state has been split into 10 "subareas." The use of the term "subarea" helps to reduce confusion when using terms

such as "planning regions" or "area contingency plans."

While the Unified Plan is broader and applicable anywhere in Alaska, "subarea contingency plans" focus on issues specific to each area. Information in the subarea plans includes local emergency contact information, numbers and types of equipment stationed and ready to respond, and plans for sensitive areas including hatcheries, wildlife, and cultural resources.

Who makes sure the plans are adequate to clean up a spill?

The responsibility lies with all of us.

Industry and Alaska government agencies create and manage the plans, but Alaska law requires the public have an opportunity to periodically review the plans. Though the federal government does not require public review of its plans, the U.S. Coast Guard and the EPA do participate in the state's public review process. The council follows these review periods closely, provides feedback and submits comments each time the documents are updated and renewed, in an effort to help improve these plans.

Anchorage administrative assistant position changes hands

Barb Penrose, administrative assistant for the council's Anchorage office, resigned in June. Penrose had been studying towards a second career as a master sommelier, an expert in wine and other spirits.



Barb Penrose

Penrose began working part-time for the council in 1998, during her summers off

from her 22 year career as a teacher of deaf children. She was originally hired to digitize and catalog a backlog of historical documents the council had accumulated. In March 2010, after Penrose retired from her teaching position, she was hired full-time as administrative assistant for the council. While in that position, she assisted with the document management, made travel arrangements, and assisted with financial matters.

In June, she moved to Brier, Washington to begin work at the Chateau St Michelle winery, and to live near her mother.

Though she loves Alaska and wished she could stay, the area just didn't offer enough opportunity for an aspiring sommelier, she says.

Following Penrose's departure, the council hired Natalie Novik to

fill the vacant position. Novik was born and educated in Paris, and has Breton and Russian roots. Novik has a Master of Arts degree in Northern Studies from Sorbonne University in Paris.

Novik volunteered to help clean up after the multiple oil spills that plagued Brittany starting in the 1970's. When the Exxon Valdez spill occurred, Novik was teaching in New York and already planning to move to Alaska.



Natalie Novik

Her first job here was to help open the border between Russia and Alaska for NANA Regional Native Corporation. She lived in Kotzebue for five years, regularly commuting between both sides of the Bering Strait. She also did some work in Sakhalin, Russia to help establish oil spill clean-up and prevention teams. She worked for 12 years for the Northern Forum on a wide variety of issues in the North and the Arctic, including oil spills, flooding, environmental and wildlife issues.

She speaks French and Russian fluently, as well as a little Breton.

"I am glad now to have this incredible opportunity to work for RCAC, round the corner from my home," Novik says.

TANKERS: New and improved and on the way

Continued from page 1

tures include fall protection equipment when mariners are working at heights greater than 6 feet, a deck rainwater collection system, an oil mist and gas detection system, and a non-halon fire-fighting system.

The main engine and auxiliaries, which conform to the International Maritime Organization's Tier II standards, are more energy efficient and generate fewer emissions than previous designs. The vessels will use low sulfur diesel fuel for all operations near and in port. Waste heat will be recovered and re-used onboard. Deck lighting is all energy efficient.

Redundant safety and reliability features

Several features increase the reliability of the vessels. The frames of the ship have been specially reinforced to withstand the forces generated by the powerful tugs used in Prince William Sound. Steel piping, the sea chest, and cargo tank sumps have been upgraded beyond minimum standards. Other systems, such as the cooling water system, main engine exhaust valves, and fuel

oil tanks' low level alarms, include redundancy features to improve performance reliability.

"This is an exciting time to be part of SeaRiver," says Jack Buono, president of SeaRiver. "The \$400 million project speaks volumes about the quality of our operation and the confidence our shareholder places in our collective abilities and accomplishments. We look forward to the delivery and deployment of these fine vessels, knowing they will be crewed by the finest mariners and will help serve to meet the energy needs of this great nation safely, reliably and efficiently."

"The council is very excited to have these new SeaRiver tankers joining the TAPS fleet," said, Mark Swanson, executive director for the council, "Along with a well proven international commercial design, they herald the arrival of new on-board technology meeting the latest regulatory standards for environmental protection with cleaner fuels and reduced harmful engine air emissions and the treatment of ballast water to prevent the transportation of non-indigenous invasive species."

Inspection and testing of secondary containment liners at terminal observed

On July 10, staffer Nelli Vanderburg visited the terminal to observe an inspection and repairs to drainage piping under the secondary containment liner. These pipes drain water from the secondary containment area after a rain. A manhole was also being installed.

While the pipes were being repaired, Alyeska took the opportu-

nity to inspect and test the secondary containment liner. The liner is made of "catalytically blown asphalt," or asphalt that has been blown into place, as opposed to poured. In the photo below, a section of the flexible liner is being cut. The cut section will be tested for permeability. The last inspection and testing of these liners was in 1992.



Photo by Nelli Vanderburg.

MAORI: New Zealanders visit Alaska to hear about lessons learned from Exxon Valdez

Continued from page 1

Bay of Plenty. The Astrolabe Reef, known to the Maori as "Otaiti," is considered sacred by the Maori, and they are concerned about a potential plan to leave the submerged portion of the wreckage on the reef.

Bennett and Tapsell helped with the cleanup after the spill.

Dr. Steven Picou, a sociologist who studies the social effects of disasters, referred Bennett and Tapsell to the council. Dr. Picou worked extensively with the council to create the Coping with Technological Disasters Guide, a guidebook explaining how communities can deal with technological disasters such as oil spills.

Bennett and Tapsell visited Fairbanks, Anchorage, Seward, Valdez and Cordova. After their arrival in Valdez, The group met with council staffers to hear about the council and the progress that has been made in oil spill prevention and response since the Exxon Valdez oil spill. Diane Selanoff, council board representative for the Port Graham Corporation, and her husband co-hosted a small community dinner for the Maori visitors together with Mark Swanson, executive director of the council. Several locals who had participated in the 1989-90 Exxon Valdez clean-up joined the dinner.

"What stood out were the similarities in the responses from

our communities to those of their people," said Swanson.

Bennett and Tapsell next visited Cordova, where council board volunteer Patience Andersen Faulkner coordinated a series of meetings with various people and organizations, including the Prince William Sound Science Center; elected officials; Elders at the Native Village of Eyak; Copper River Watershed Project; Cordova District Fishermen United; and many others. They also viewed the oil spill response equipment with coordinator Ivy Patton from the Native Village of Eyak.

"During the six days traveling the Cordova highways and byways, discussions on the similarities between the two incidents were intense," Faulkner said. "We talked about the sociological impacts and the cultural significance of the rock in the Bay of Plenty and removal of the ship, which continues to damage the sacred rock.."

"I would like to acknowledge the outstanding manaaki (hosting) we received from the various hosts who met with us and shared their experiences and advice whilst in Alaska," said Bennett. "We were truly blessed."

"We have some small projects the results of which we will share with you when they are completed. I was truly impressed by the prevention focus of the Prince William Sound Regional Citizens' Advisory Council," Bennett added.

PARKER: Friend and inspiration for many

Continued from page 2

Task Force for the Arctic Council and the Northern Forum, which provides oversight on oil and gas development in the Russian North. Parker was a senior fellow at the Institute of the North at Alaska Pacific University. He also served on the boards of the Prince William Sound Science Center, the Oil Spill Recovery Institute, and the North Pacific Research Board.

Parker remembered

Parker passed away at home, surrounded by his family, on June 25, 2014. He is remembered with fondness and respect by the council's staff and volunteers.

"The council was fortunate to have had Walt as a member, and I was fortunate to have been his friend," said Linda Robinson, former outreach coordinator for the council and current member of the Information and Education Committee, "His energy and focus was amazing, and he generously shared his knowledge and experience."

"In times of frustration at the slow pace of progress, I found his tenacity and perseverance inspiring," said Steve Lewis, board representative for the City of Seldovia.

"I hope and intend that I can carry on in his model."

"Having a resident historian in-house was a rare and unique opportunity," said Patience Andersen Faulkner, board representative from Cordova District Fishermen United, "During board meetings Walt would bring Prince William Sound issues to the state, national and world level. After a board meeting, Walt would be at the watering hole, holding audience to mostly ladies of all ages, keeping us enthralled with stories of his many travels. He could tell a story with a great sense of humor and a twinkle in his eye. At board meetings, Walt brought the back story as to how we as a people arrived at this shore. Walt was a walking historian. My experiences with Walt were rich but too few."

"Walt served as president of the council shortly after I was hired in 2010," said Mark Swanson, executive director of the council. "I had the privilege of traveling with Walt to meet with numerous executives and leaders around the state and in our nation's capital. Walt's stewardship credentials and contributions to Alaska and the nation are legendary. We will all miss this giant of a man."

Council Board Meetings

The citizens' council board of directors meets three times annually. The January meeting is held in Anchorage, the May meeting in Valdez, and the September meeting is rotated among the other communities affected by the Exxon Valdez oil spill.

Here is the tentative board meeting schedule for the coming year:

September 25 and 26, 2014: Homer
January 22 and 23, 2015: Anchorage
May 7-8, 2015: Valdez

Board meetings are open to the public, and an opportunity for public comments is provided at the beginning of each meeting.

Agendas and other meeting materials are available on our website: www.pwsrca.org

You may contact either council office for a printed copy: Anchorage, 907-277-7222, or Valdez, 907-834-5000.



Council board and committees members at the May 2014 meeting at the Valdez Civic Center. Photo by Amanda Johnson.

ABOUT THE COUNCIL'S ADVISORY COMMITTEES

Much of the council's work is done through permanent volunteer committees made up of board members, technical experts, and citizens with an interest in making oil transportation safer in Alaska.

These standing committees work with staff on projects, study and deliberate current oil transportation issues, and formulate their own advice and recommendations to the council's full board of directors.

Our committees provide an avenue for public participation in the council's work.

The council has five technical committees:

Terminal Operations & Environmental Monitoring:

The Terminal Operations and Environmental Monitoring (TOEM) Committee identifies actual and potential sources of episodic and chronic pollution at the Valdez Marine Terminal.

Members:

Chair: Harold Blehm, Valdez
Amanda Bauer, City of Valdez*
Stephen Lewis, Seldovia*
George Skladal, Anchorage

Port Operations and Vessel Traffic Systems:

The Port Operations and Vessel Traffic Systems (POVTS) Committee monitors port and tanker operations in Prince William Sound. POVTS identifies and recommends improvements in the vessel traffic navigation systems and monitors the vessel escort system.

Members:

Chair: Bob Jaynes, Valdez
Vice-chair: Bill Conley, Valdez
Amanda Bauer, Valdez*
Cliff Chambers, Seward
Pat Duffy, Valdez*
Jane Eisemann, Kodiak*
Pete Heddell, Whittier
Orson Smith, Seward

Scientific Advisory:

The Scientific Advisory Committee (SAC) sponsors independent scientific research and provides scientific assistance and advice to the other council committees on technical reports, scientific methodology, data interpretation, and position papers.

Members:

Chair: John Kennish, Anchorage
Vice-chair: Paula Martin, Soldotna
Sarah Allan, Anchorage
Roger Green, Hope
Dorothy M. Moore, Valdez*
Debasmita Misra, Fairbanks
Mark Udevitz, Anchorage

Oil Spill Prevention and Response:

The Oil Spill Prevention and Response (OSPR) Committee works to minimize the risks and impacts associated with oil transportation through strong spill prevention and response measures, adequate contingency planning, and effective regulations.

Members:

Chair: John LeClair, Anchorage
Vice-chair: Jerry Brookman, Kenai
Robert Beedle, Cordova*
David Goldstein, Whittier
Jim Herbert, Seward*
Gordon Scott, Girdwood

Information and Education:

The Information and Education Committee's mission is to support the council's mission by fostering public awareness, responsibility, and participation in the council's activities through information and education.

Members:

Chair: Patience Andersen Faulkner, Cordova*
Vice-chair: Savannah Lewis, Seldovia
Jane Eisemann, Kodiak*
Cathy Hart, Anchorage*
Ruth E. Knight, Valdez
Kate Morse, Cordova
Linda Robinson, Kenai
Diane Selanoff, Port Graham*

*council director

Community Corner**The power of shared history**By **LISA MATLOCK**

Council Outreach Coordinator

On June 6, nearly a hundred people gathered to commemorate the residents of the former Native Village of Chenega lost to the Good Friday earthquake fifty years ago. 26 residents, more than a third of the community's population, died in the earthquake and its devastating tsunami. Survivors, family members of those who died, descendants representing multiple generations, and village friends gathered together at the site of the old village to share memories of March 27, 1964, to grieve for those who were lost, and to reflect on changes wrought by this event.

A beautiful bell, blessed for the occasion by Chenega Bay's itinerant Russian Orthodox priest Father Christopher Stanton, tolled for the village's losses before the gathered group shared a festive lunch. Father Christopher held a memorial service for the people of Chenega who lost their lives to the earthquake and tsunami and to "honor Chenega survivors whose faith, fortitude, and perseverance has kept the spirit of the Chenega Family alive." It was an event of the heart, moving and sad, but uplifting as well.

In his memorial service, Father Christopher spoke of why it was important to celebrate the passing of so many people. With his remarks, I was reminded of our own council staff considering how to properly mark the 25th anniversary of the Exxon Valdez oil spill last spring. Like Father Christopher, we worked through our collective language trying to find a way to remember this shared history. The events needed to both celebrate the efforts of so many who responded to the spill while also focusing on what positive changes the council has witnessed and helped to generate since the Exxon Valdez fetched up on Bligh Reef.

Celebration is a term often used to recall important dates, but that felt wrong for an oil spill caused by human error and complacency. Commemoration was the term the council finally settled



Lisa Matlock

on, but even that never seemed quite right. How do you observe a bygone day that forever changed a place and its people? "Vech-naya Pamyat," a Slavonic term meaning "memory eternal" was printed on the earthquake memorial's program. That phrase may illustrate why we share

stories of times past, including terrible incidents, that change our way forward. Without memory eternal, we might forget those who came before us and we might make the same mistakes over and over. We share our stories of the hard days in history so we can move forward thoughtfully.

The Chenega IRA Council and other partner organizations assembled the gathering. The citizens' council was invited to attend and helped partner in the event by providing in-kind transport for the priest, his family, and an event medic. Current citizens' council board members Roy Totemoff and Ian Angaiak attended along with several former board members. In parallel with the council's own struggle to resist complacency, attending board members reaffirmed the need for support of the people of Chenega Bay who have endured so much. They survived the loss of their family members and their village fifty years ago. On March 28, 1989, a few days after the Exxon Valdez hit Bligh Reef, and almost 25 years after the date of the earthquake, the people of Chenega Bay awoke to find oil spilling onto their beaches, forever changing the world around them yet again. The "Chenega Family" has had to be incredibly resilient in the face of these disasters, while remaining ever mindful of the lessons of the past. We can all learn from this powerful shared history.



Visitors arrive at Old Chenega by boat and plane. Photo by Lisa Matlock.

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 19 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.

Board of Directors

Pres.: Amanda Bauer - City of Valdez

Vice Pres.: Thane Miller - Prince William Sound Aquaculture Corp.

Secretary: Cathy Hart - Alaska Wilderness Recreation and Tourism Association

Treasurer: Jim Herbert - City of Seward

Robert Beedle - City of Cordova

Al Burch - Kodiak Island Borough

Emil Christiansen - Kodiak Village Mayors Association

Pat Duffy - Alaska State Chamber of Commerce

Jane Eisemann - City of Kodiak

Ian Angaiak - Community of Chenega Bay

Patience Andersen Faulkner - Cordova District Fishermen United

Nick Garay - City of Homer

Blake Johnson - Kenai Peninsula Borough

John Johnson - Chugach Alaska Corporation

Andrea Korbe - City of Whittier

Steve Lewis - City of Seldovia

Dorothy Moore - City of Valdez

Confirmation pending - Oil Spill Region Environmental Coalition

Diane Selanoff - Port Graham Corporation

Roy Totemoff - Community of Tatitlek

Staff

Mark Swanson, Executive Director

Anchorage

Joe Banta, Project Manager

Eileen Collins, Project Manager Assistant

Gregory Dixon, Financial Manager

Amanda Johnson, Project Manager

Lisa Matlock, Outreach Coordinator

Natalie Novik, Administrative Assistant

Steve Rothchild, Administrative Deputy Director

Linda Swiss, Project Manager

Alicia Zorzetto, Digital Collections Librarian

Valdez

Jean Cobb, Administrative Assistant

Jennifer Fleming, Executive Assistant

Austin Love, Project Manager

Roy Robertson, Project Manager

Jeremy Robida, Project Manager

Donna Schantz, Director of Programs

Alan Sorum, Project Manager

Nelli Vanderburg, Project Manager Assistant

3709 Spenard Road, Suite 100

Anchorage AK 99503

Phone: 907-277-7222

Toll-free: 800-478-7221

Fax: 907-277-4523

Box 3089 / 130 S. Meals, Suite 202

Valdez AK 99686

Phone: 907-834-5000

Toll-free: 877-478-7221

Fax: 907-835-5926

On the web: www.pwsrcc.orgFind us on Facebook: www.facebook.com/PWSRCAC

Follow us on Twitter: @PWSRCAC

Email: newsletter@pwsrcc.org