



# Marine services for Alyeska to change hands in 2018

Crowley Marine Services, the contractor who provides oil spill prevention and response services to Alyeska Pipeline Service Company, will no longer provide those services after June 30, 2018.

Crowley has held this contract with Alyeska since the company created its Ship Escort/Response Vessel System, also known as SERV, after the Exxon Valdez oil spill. Crowley also provided tanker docking services since 1977, and helped dock the first tanker at the Valdez terminal.

Crowley owns the powerful tugboats that escort loaded oil tankers through Prince William Sound. The tugs also scout for ice drifting from nearby Columbia Glacier, and are equipped to start cleaning up a spill or tow a disabled tanker if needed. In addition to



The tug *Tanerliq* tethered to the tanker *Overseas Washington* in 2002. Photo by Stan Jones.

the escort tugs, Crowley owns response tugs that help the tankers dock and other support vessels and barges stationed in Prince William Sound

**See page 6, Crowley**

# Schantz appointed as head of council

Donna Schantz, long-time staff member, has been named as the council’s new executive



Schantz (fourth from left), board members, staff, and legislative monitors who met with Juneau policy makers in March, were invited to lunch with former board member, now governor of Alaska, Bill Walker. Photo courtesy of the office of Governor Bill Walker.

director. Schantz had been serving as the acting executive director since the retirement of Mark Swanson, in November of last year.

“The council is very fortunate to have someone with Donna’s organizational knowledge and history to lead us into the future” said Amanda Bauer, president of the council’s board of directors. “I am confident her commitment to our mission and her demeanor will significantly strengthen relationships within the council, as well as with our industry and regulatory partners, as these positive relationships are a

**See page 6, Schantz**

# New plan for using dispersants in Alaska is in effect

The Alaska Regional Response Team, or ARRT, established a new plan earlier this year for how oil spill dispersants, an alternative oil spill response option, would be used during an oil spill. The ARRT is a group of federal and state agencies that share responsibilities for managing oil and chemical spill responses in Alaska.

Mechanical response, such as booms and skimmers that actually remove oil from the water, is the priority response option by state and federal law.

The new plan was effective January 27, 2016, although parts of the plan will not go into effect until 2018.

## Details of new plan

The new plan describes two different processes for dispersant use. Dispersants will be “preauthorized” in certain areas, and all other areas are “undesigned.”

A new “preauthorization area” will go into effect in 2018. This area extends from 24 nautical miles offshore out to 200 nautical miles offshore (approximately 27.6 to 230 miles), south of Alaska’s mainland through the Aleutian chain. The ARRT’s rationale is that preauthorizing, or deciding before an oil spill occurs where chemical dispersants are allowed, could speed up response time. In the preauthorized area, dispersants are considered to be approved by government agencies before an oil spill happens. Therefore, the U.S. Coast Guard, as federal on scene coordinator, can decide to apply dispersants to a crude oil spill. Areas farther than 200 nautical miles from shore are international waters, and are not part of this plan.

All areas within 24 nautical miles of shore

**See page 7, Dispersants**

AK Chamber of Commerce - Chenega Bay - Chugach Alaska Corp. - Cordova - Cordova District Fishermen United - Homer - Kenai Peninsula Borough - Kodiak - Kodiak Island Borough - Kodiak Village Mayors - Oil Spill Region Environmental Coalition - Port Graham Corp. - Prince William Sound Aquaculture Corp. - Seldovia - Seward - Tatitlek - Valdez - Whittier

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Volunteer Spotlight

# An unlikely Alaskan helps protect Prince William Sound

Colin Daugherty’s accent quickly gives him away as a native Chicagoan. “It’s unlikely that I ended up here in Alaska, working on boats,” says Daugherty, a recent addition to the council’s Oil Spill Prevention and Response Committee. “I grew up in inner city Chicago. There was a program there that taught kids about boating skills and seamanship. I was part of that growing up, and it kept me out of trouble.”

Daugherty has been on and around boats ever since.

After school, he moved to St. Croix in the U.S. Virgin Islands, where he first got involved with spill prevention and response. He was hired at the Hovensa refinery, at the time the largest fuel refinery in the western hemisphere.

“I felt good about what we could do if bad things happen.”

After their daughter was born in St Croix, Daugherty and his wife decided to raise their family in Alaska. In 2003, he worked on cruises in Prince William Sound for a short time.

“That’s where I fell in love with the Sound, and really wanted to get back.”

Daugherty landed a job with Alaska Chadux in 2006, a not-for-profit oil spill response organization headquartered in Anchorage. He recently left Chadux to start a new business, Sundog Charters, a marine transportation and equipment rental business. As part of the business, he will continue to be involved with Chadux doing oil spill response support.

## Comparing oil spills around the nation

Daugherty has worked on several major oil spills around the U.S. as well as numerous smaller spills in Alaska. He was a division leader during both the 2010 BP Deepwater Horizon spill in the Gulf of Mexico and the 2007 Cosco Busan spill in San Francisco Bay.

“One thing that I noticed, in all spill responses, it really comes down to logistics,” Daugherty. He says the lack of infrastructure and vast distances in Alaska means responders pay closer attention to the supply chain and response support.

“I noticed down south not a lot of attention was paid to removing debris from vessels or feeding and housing responders,” Daugherty said. “It was interesting. I noted that Alaskans would come down, maybe after the initial

response, working with subcontractors, and it really seemed like Alaskans brought order. They brought focus to those responses and got people to focus on the logistics, getting water and fuel for the vessels, or making sure the spill responders had all the protective equipment they needed.”

“I think it’s taken for granted down in the Gulf of Mexico where they have all the resources in the world,” said Daugherty. “Everyone gets so excited about picking up oil that they forget about these other basic necessities.”

At Chadux, Daugherty was part of a team that developed oil spill exercises in Prince William Sound, Dutch Harbor, and Nome.

“Not to sound like a broken record, but they were often exercises in logistics. You know, picking up oil isn’t rocket science. Getting the equipment to the site and figuring out how you operate remotely seems to be the biggest benefit of the exercises that we conducted.”

“You find out that internet service doesn’t work very well in Unalaska, you have to rely on old technology such as a fax machine in remote areas,” Daugherty said. “You have to go low-technology on a lot of aspects that in other parts of the world they would have no trouble with.”

## On council projects

A council project that Daugherty is especially interested in is the effort to find a nontoxic “surrogate” for oil that can be used during exercises to help responders train.

“I think that’s really going to help folks understand what it’s truly like to go out there and herd something and then to try to remove it from the water,” he said. “It’s a big challenge just finding oil, and then trying to get it together where you can skim it.”

Alyeska’s program to train fishermen and other mariners to clean up oil spills has also caught his interest. Responders in the Gulf of Mexico oil spill tried a similar program during that response, called a “vessel of opportunity” program. Daugherty says there were differences that made an impact.

“The SERVS’ program, I wouldn’t consider it a ‘vessel of opportunity’ program because folks



Colin Daugherty on board one of his vessels. Photo courtesy of Colin Daugherty.

are on contract, and they do have an obligation to respond, depending on where they are in the program. And that’s good, I think that’s fantastic. A true vessel of opportunity program, vessels are just pre-identified, maybe pre-trained, but they aren’t necessarily obligated to respond.”

“In the Deepwater Horizon incident, most weren’t pre-trained or even pre-vetted. They were signed up in-situ and it showed. There was a lot of chaos, a lot of people that didn’t know what to do. So I think having the program that pre-trains, pre-vets vessels is really important to being able to get an early start on responding to an incident.”

Daugherty is happy to help protect Prince William Sound through his volunteer work at the council. “The Sound is my second home, where I chose to end up in my life, and I look forward to having it there for my children. So preserving it and preventing future incidents is pretty high on my priority list.”

*Colin Daugherty is a member of the council's Oil Spill Prevention and Response Committee. The committee works to minimize the risks and impacts associated with oil transportation by reviewing and recommending strong spill prevention and response measures, adequate contingency planning, and effective regulations. This committee is one of five committees of volunteers from communities affected by the Exxon Valdez oil spill. Volunteers like Daugherty dedicate their time and expertise to advise the council on technical issues related to the safe transportation of oil through Prince William Sound.*

# Council questions proposed changes to ADEC response exercise program

By Susan Sommer

Drills and exercises are a vital part of making sure that companies transporting oil through Prince William Sound are meeting state laws and are capable of performing an effective spill response.

In early February, the Alaska Department of Environmental Conservation’s Division of Spill Prevention and Response, known as SPAR, published a draft white paper titled “Response Exercise Program Improvements.” Although the document pertains to the entire state, the council contends that some of the proposed changes might inadvertently reduce vigilance and preparation

See page 6, Drill and exercise program

# Council and partners plan test of spill surrogate for response training

By Jeremy Robida  
Council Project Manager

A group of oil spill preparedness planners in Prince William Sound are working together to develop an improved method of training for oil spills. The council has been working for many years to find a suitable oil “surrogate” for spill response training. Surrogates are floating substances such as wood chips, peat moss, or other materials that would mimic an oil slick and have similar interactions with currents, tides, and winds, without harming the environment. A surrogate would provide a target for responders during training and exercises; something which physically interacts with boom and equipment and acts as a visual aid to help responders increase proficiency with gear and tactics.

Federal policies do not provide guidance for surrogates. Instead, local solutions are encour-

aged which can be tailored to fit each region’s particular environmental concerns.

The council is facilitating a workgroup to find a surrogate that will work in Prince William Sound. The workgroup is made up of representatives from regulatory agencies, spill response contractors, industry and the council. This workgroup has met several times and reached consensus on certain points, including:

- There is merit in incorporating surrogates into on-water response exercises and training events.
- The group will plan for a surrogate release during a 2016 field exercise, pending approval by regulatory agencies.
- There is no single best surrogate and the group will perhaps test several options.
- This surrogate release will be a small-scale

See page 6, Oil surrogates



From the Executive Director

# Proposed amendment to Alaska’s Response Plan would reduce citizen involvement in spills like Exxon Valdez

The federal and state group that plans oil-spill response and cleanup in Alaska waters has proposed changes that would dismantle a vital tool for public involvement in that process.

The group in question is the Alaska Regional Response Team. This group is made up of 15 different federal and state agencies, and is chaired by the U.S. Coast Guard and the Environmental Protection Agency. The Department of Environmental Conservation is the primary representative for the State of Alaska.

Changing it as proposed would weaken, not strengthen, oil-spill response in Alaska waters. It’s a bad idea and we urge the Response Team to withdraw the proposal and rework it as needed with help from this citizens organization and other concerned stakeholders.

The tool the Response Team wants to dismantle is the Regional Stakeholder Committee. It includes our group and many others with much to lose if Alaskans should suffer another spill on the scale of the Exxon Valdez. The proposed change would replace the Stakeholder Committee with two smaller, weaker groups that would be far less effective, possibly to the point of near-irrelevance.

The Stakeholder Committee makes it possible for citizens, cities, boroughs, Alaska Native tribal entities, Alaska Native corporations, environmental groups, and other organizations to find out what’s going on during an oil-spill response, and to provide concerns and expert advice directly to the people managing it. The Stakeholder Committee has functioned well and effectively during spill drills and exercises in Prince William Sound for over a decade. Involving citizens was recognized by Congress and Alaskans as an important aspect in oil-spill laws and regulations that were overhauled after the Exxon spill.

The present Stakeholder Committee has two all-important rights and functions in the event of an oil spill. Both would be gravely weakened under the proposed plan.

First, the Stakeholder Committee is guaranteed access to information on all aspects of the response effort, including the Incident Action Plan. This crucial plan is typically produced

daily by the Unified Command (which directs operations during a spill response) to guide the next day’s activities. Without access to this plan, stakeholders and the broader Alaskan public alike will have no real idea of what’s being done to clean up oil spills in our waters.

Second, the Stakeholder Committee is guaranteed direct access to the Unified Command. Through this mechanism, the Committee conveys stakeholder concerns to the Command, and also provides it with local knowledge and with expert advice embodied in the vast array of scientific and technical studies commissioned by various stakeholders since 1989.

Under the proposed new arrangement, the governments, organizations and citizens represented on the Stakeholder Committee would lose out on both counts.

One of the replacements would be called the Tribal and Local Government Group, constituted as the name suggests.

The other, called the Affected Stakeholder Group, would essentially be the leftovers from the original Regional Stakeholder Committee—interests not included in the Tribal and Local Government Group. It would include resource users, landowners, fishing groups, non-governmental organizations and others. The Affected Stakeholder Group is where we and our sister citizens’ council in Cook Inlet—the two entities identified in federal law as the primary vehicles for public involvement in oil-spill response—would end up.

Neither council would be guaranteed direct access to the Unified Command, nor to the Incident Action Plan. Any information provided would be at the choice and discretion of the Unified Command. Those with the most to lose from another major oil spill and with the most knowledge of local waters and resources must be able to give input directly to the decision makers in a timely manner.

The Response Team’s proposal would mean a massive reduction in public access to oil-spill information and to response managers at the exact moment when public interest and the need for public involvement would be greatest. The result would be a severe blow to the transpar-

ency that, as we learned in 1989, is indispensable to public confidence.

This plan is reminiscent of the complacency—the attitude that oil-spill response is best left to agencies and oil companies, with little need or regard for citizen input—that we saw before the Exxon Valdez spill. In fact, Congress in the Oil Pollution Act of 1990 cited complacency as one of the causes contributing to that spill.

To impose this policy change in its current form would be to forget the painful lessons Alaskans learned in 1989. It would, without good reason, substantially degrade a system explicitly designed to include the citizens, Alaska Natives, communities, local governments, and organizations harmed by the Exxon spill.

That’s why we have urged the Response Team to withdraw this plan and work with us and other stakeholders to correct the deficiencies in the proposed changes. If the Regional Stakeholder Committee and the process for stakeholder involvement needs to be updated, let’s collaborate in a constructive process involving our group and the many other organizations whose members have vital interests at stake in oil-spill response.

- Donna Schantz is the executive director of the Prince William Sound Regional Citizens’ Advisory Council.



Donna Schantz

The Alaska Department of Environmental Conservation’s public comment period for this change has been extended until May 31, 2016. We encourage you to let them know you support a process that provides public access to key information and decision makers during an oil spill. For more information and links to the public notice and the proposed changes, visit our website: [www.bit.ly/RSCchanges](http://www.bit.ly/RSCchanges)

From Alyeska

# Alyeska receives Governor’s Safety Award of Excellence

Alyeska Pipeline Service Company was recognized with a Governor’s Safety Award of Excellence for the second year in a row at the recent Alaska Governor’s Safety & Health Conference in Anchorage.

“This is exciting because these awards aren’t just based on successful safety programs, but also on a company’s culture of safety,” said Brian Beauvais, Alyeska’s Senior Health and Safety Manager, Risk and Technical. “At Alyeska and on TAPS, people are making safety a priority.”

The Governor’s Safety Award of Excellence honors an organization’s safety and health systems that protect their employees in the workplace and promote corporate citizenship. Alyeska has received this award in the past, as well.

The TAPS workforce completed its best

safety year ever in 2015. Alyeska staff and TAPS contractors worked a combined 5,827,988 hours and had just four recordable injuries while avoiding any days away from work cases during that time.

The state noted Alyeska’s dedication to flawless operations and maintenance, as well as how Alyeska and TAPS workers embody that safety culture. Alyeska is also known for its “stop work” policy, which allows any employee or contractor to stop a task if they identify something unsafe about the activity.

Beauvais attributed two major factors to the improved safety performance: more and better data is being collected, distributed and communicated by Alyeska’s Safety Department staff and TAPS supervisors and managers; and there is a better use of proactive tools like Safe Performance Self Assessments, Job Loss

Analysis and Loss Prevention Observations that empower those performing the work.

Beauvais also pointed to the Safety Department’s forecasting work as an example of a preventative approach to keeping employees safe. A monthly report uses risk and injury data from the past to predict the highest risks for the month ahead. In Valdez, managers and supervisors meet regularly and discuss the forecasted risks, so that employees in the field know what to look out for on their job sites.

“TAPS-wide, there continues to be a significant increase in staff using these proactive tools which has led to a decrease in incidents, especially in the field,” Beauvais added. “People have really upped their game of using safety data and communicating it with one another.”

- Submitted by Alyeska Corporate Communications.



Community Corner

# A tour of the crown jewel of local oil spill response

By Lisa Matlock  
Outreach Coordinator

I was a Homer resident for five years. Each spring I watched a fleet of fishing boats carrying noisy, funny-looking machines and pulling long orange and yellow lines around in circles near the Spit. I can remember asking, “What are they doing out there?” The answer was always, “Oh, that’s just SERV’S training.” I never learned more than that until my first year with the council when I had the opportunity to observe that training personally.

For two days, I participated in classroom training with a group of fishermen and other mariners about spill safety, oil spill tactics, wildlife protection, and Geographic Response Strategies for sensitive areas. I learned about different types of hydraulic power packs, skimmers, and oil containment boom. Classroom work culminated in an all-day on-water training, with the fleet of local Homer boats out doing what I had only wondered about years before. Not only did I finally understand what the training was, I also learned more about oil spill response in three days than in my weeks of reading at my desk in the office. I decided that everyone in the Exxon Valdez oil spill region could benefit by understanding what their local fisher-

men and mariners were out there doing each year, and how their community is ready to respond in the case of an oil spill. And the council agrees!

A l y e s k a ’ s oil spill response organization, Ship Escort/Response Vessel System, also known as SERV’S, established in 1990 after the Exxon Valdez oil spill. The SERV’S fleet includes large, open-water oil spill response vessels, barges, and equipment along with tugs that escort tankers in and out of Prince William Sound. As part of their commitment to prevent and respond to oil spills, Alyeska also contracts with fishing, charter, and other local vessels to provide open water response as well as critical nearshore response and sensitive area



Lisa Matlock, center, poses with the Seward High School students and teachers in the bow of the Glacier Explorer.

protection fleet. As part of those contracts, SERV’S travels every year to the communities of Cordova, Valdez, Whittier, Seward, Homer, and Kodiak to conduct oil spill response training for the crews of these vessels.

Many oil spill response organizations worldwide use a “Vessel of Opportunity” program, which is simply a list of local vessels that may be available in case of response. Those vessels are not on contract or paid to be readily available if a spill were to occur; they are not trained each year with the most cutting edge equipment used to clean up a spill; nor are they guaranteed to be certified to handle hazardous waste like crude oil. They may



Crews on the fishing vessels Robyn and Miss Melody practice pulling a Current-Buster oil spill boom in formation.





not even be available immediately for response if they are out of town or out of service for maintenance. TheSERVS fishing vessel program is unique.

So, on April 13 in Seward, the council brought residents out to see for themselves what their local oil spill response fleet was up to. Resurrection Bay was blessed with lovely spring weather which helped encourage 90 people from Seward to come out and learn about the program. Participants included two classes of local high school students, federal agency staff, members of the local tourism business community, and staff from the Alaska SeaLife Center, which is the only marine mammal rehabilitation facility in Alaska. For most of the tour, our catamaran skirted the edges of the fleet. We could see the current-busters and boom slowly pulled along by vessels working in tandem, skimmers being fired up, and sensitive area protection equipment being pulled into place on the beach at Lowell Point. We also had time to cruise out to Thumb Cove and view a sensitive salmon stream that could garner protection ahead of a spill through the use of a “Geographic Response Strategy,” which is a pre-planned tactic along with a diagram and a list of equipment that responders could use to protect a sensitive area.

Media interest in this tour was high with KTVA

Channel 11 sending out a reporter for the evening news that night, along with two local journalists. Based on the success of this pilot project, the council hopes to charter a vessel annually, rotating between communities, so we can share Alyeska’s SERVS vessel training with the public regularly. Many thanks to the Seward Chamber of Commerce who provided a ticket office for the event and to Kenai Fjords Tours for the safe and comfortable ride. Alyeska’s Communications Manager Kate Dugan and Operations Supervisor Steve Johns participated and helped narrate the trip for participants.

We are thrilled to have been able to provide this experience for the people of Seward and look forward to bringing it to a community near you soon.



Roy Robertson, the council's drill monitor, shows Alaska SeaLife Center staff how oil spill boom functions using a small sample section.



Fishermen aboard the Dolly B practice working with a generator and weir skimmer.



Kenai Fjords Tours' vessel, the Glacier Explorer, ferried participants around the training. Photo by Jeremy Robida.



The Seward spill response fleet trains for spill response. All photos, unless otherwise noted, by Cathy Hart Photography.



# Wrede joining council staff; Changes in Anchorage office

Walt Wrede will be joining the council's staff as Director of Administration. He most recently worked as city manager of Homer, where he served for over 12 years. Before that, he served the Lake and Peninsula District in south-west Alaska as borough manager from 1994-2002, and as city planner for Cordova from 1990-1994.



Walt Wrede

A significant component of Wrede's job in Cordova was helping the community adjust to the social, economic, and environmental impacts associated with the Exxon Valdez oil spill. He has a master's degree from Washington State University, and a bachelor's from Monmouth University, both degrees are in sociology.

"I am excited and encouraged to have Walt join our team" said Donna Schantz, executive director of the council. "Walt has a broad background in organizational planning, policy development and financial management, and comes with a glowing reputation as an effective leader and collaborator. Walt's experience, coupled with his understanding of the council's mission and strong appreciation for the nature and beauty of Prince William Sound, makes him a near-perfect fit." Wrede's first day with the council will be May 23, and he will be based out of the council's Anchorage office.

Wrede is replacing Steve Rothchild, who resigned in January. Rothchild served as the council's

Administrative Deputy Director since 2013. He brought years of experience working as a captain in the tour industry in Juneau, as well as many years of service with the U.S. Coast Guard.

Rothchild was engaged in the council's Legislative Affairs Committee and Board Governance Committee, the annual recertification, and annual report. He was a part of the delegation of council representatives who visited elected officials in Juneau and Washington, D.C. each year. He also helped update many of the Board's policies and procedures.

The council's digital collections librarian, Alicia Zorzetto, resigned in April. While at the council, Zorzetto was instrumental in developing a new system for digitizing and organizing the council's extensive collection of historical documents. She also teamed up with the University of Alaska Fairbanks' Oral History Program to create the Exxon Valdez Project Jukebox, an online archive of video and audio stories from people directly affected by the Exxon Valdez spill. "I feel very grateful that I had the opportunity to work for the citizens of the Prince William Sound in an effort to protect our environment," said Zorzetto. "My time at the council has been wonderful, and I will always remember the beauty of the Sound and the kindness of Alaskans."



Steve Rothchild



Alicia Zorzetto

# Schantz: Long-time resident of Valdez to lead council staff

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critical component to achieving our mission."

Schantz joined the council staff in 1999 and served as director of programs since 2001. She is a graduate of Providence College in Rhode Island. Schantz previously served as acting executive director in 2009 after the retirement of John Devens.

Schantz's notable accomplishments include recognition by the United States Coast Guard in 2015 for exceptional professionalism, positive demeanor, open communications and contributions in support of the Prince William Sound Subarea Committee, and her work towards the passage of legislation for dual escorts in Prince William Sound under her leadership in 2010. Schantz served on the Valdez City

Council from 2012 to 2014.

"I have a tremendous amount of respect for those who devote so much time to our mission of promoting the safe transportation of oil" Schantz said. "I am excited to serve in this leadership role, and to work with the staff and volunteers, as well as our regulatory and industry partners, to protect Prince William Sound and its downstream communities from another oil spill."

Schantz is a resident of Valdez with her two children, 12 year old Timothy and 10 year old Ellie. Schantz and her children enjoy boating in Prince William Sound, skiing in the Chugach Mountains, and spending time in Jack Bay at the cabin she built with her late husband, Tom, on a 20-acre parcel they won through the Alaska State Land Lottery.

# Drill and exercise program: council suggests changes to proposed plan

Continued from page 2

among plan holders and responders in Prince William Sound.

The council, in collaboration with the Cook Inlet Regional Citizens Advisory Council, provided feedback during the public review stage and encouraged the agency to consider the process used in Prince William Sound as a model for the rest of the state. It also noted that some aspects of the draft document need further study to determine long-range implications.

The agency's proposed changes, spurred by department reorganization and budget cuts, include five goals:

- Strengthen area committees' roles in response exercises
- Develop a response exercise guidance document
- Establish multi-year exercise scheduling for use by the response community
- Maximize preparedness value of response exercises while reducing the cost to the state and industry
- Prepare regulation revisions as necessary to accomplish the improvements to the response exercise program.

While the council agrees that every process can be improved and strengthened, and that establishing drill plans benefits everyone, it's concerned that some of the agency's

proposed changes would undermine the robust process in place in the Sound today, especially if based only on economics.

This year, for example, the Prince William Sound shippers and the Valdez Marine Terminal are planning only one large exercise rather than the usual two.

"While we agree that strategically reducing the number of agency staff members participating in drills and exercises would help save on costs, we think reducing the required number of exercises is not prudent and sets a dangerous precedent," said Donna Schantz, executive director of the council "There would be fewer opportunities for responders to train, fewer opportunities to test individual plans, and fewer opportunities for oversight of equipment condition."

The council also recently learned that Crowley Marine, who for more than 20 years has owned, staffed, and operated the tugs, oil spill barges, and other vessels used by the Ship Escort/Response Vessel System in Prince William Sound, is being replaced by another company. "During this transition, a vigorous drill and exercise program will be even more critical as an oversight tool for the agency to ensure that oil spill prevention and response capabilities in the region are not diminished by this change," added Schantz.

# Oil surrogates: Training tool will increase response proficiency

Continued from page 2

pilot, and could later be scaled up if successful.

The workgroup will design a small exercise similar to other deployments, and seek approval

from various agencies. If approved, the group will move forward with the actual deployment. The type of surrogate, how much, and what equipment will be used along with it are still being discussed. Possible surrogates at this point include dog food and coarse wood chips.

# Crowley: New contractor for spill prevention and response in 2018

Continued from page 1

which contain Alyeska's boom, skimmers, and other equipment for a quick response to an oil spill.

Crowley employs 230 mariners and 17 administrative personnel in the area.

The contract was up for renewal this year, and in March, the company was informed that their bid had not been accepted.

"We bid this contract very aggressively and are extremely disappointed that we were not selected to retain this business," said Tom Crowley, Crowley's chairman and CEO, in a company news release.

A new contractor is expected

to be formally named this summer.

"The understanding and expectation conveyed is that the new services will meet or exceed current system, with several technological enhancements from what is in place today," said Donna Schantz, executive director of the council. "This results in a significant change in equipment and people with experience, and the transition will need to be handled very carefully. Alyeska/SERVS is looking to develop a complex management of change process, and they have said that they will be seeking our input as they move forward."

The council will be working on formal recommendations for the escort system in the coming months.



# Dispersants: New plan preauthorizes use in certain areas

Continued from page 1

are considered “undesigned.” In undesignated areas, dispersants will be authorized on a case-by-case basis. The federal on scene coordinator must get a “consensus recommendation” from the Envi-

ronmental Protection Agency, the Department of Interior, the Department of Commerce, and the Alaska Department of Environmental Conservation. A list of trade-offs must be considered for each location where dispersants are being considered, which includes sea depth, distance from shore, salinity, temperature,

sensitive species and habitat. All must agree before dispersants can be used in undesignated areas.

### Details of the old plan

The previous guidelines for using dispersants in Alaska designated three “zones,” which were defined by physical features such as the ocean depth, sea floor, cur-

sants was “not recommended.”

### Review of the new preauthorized area

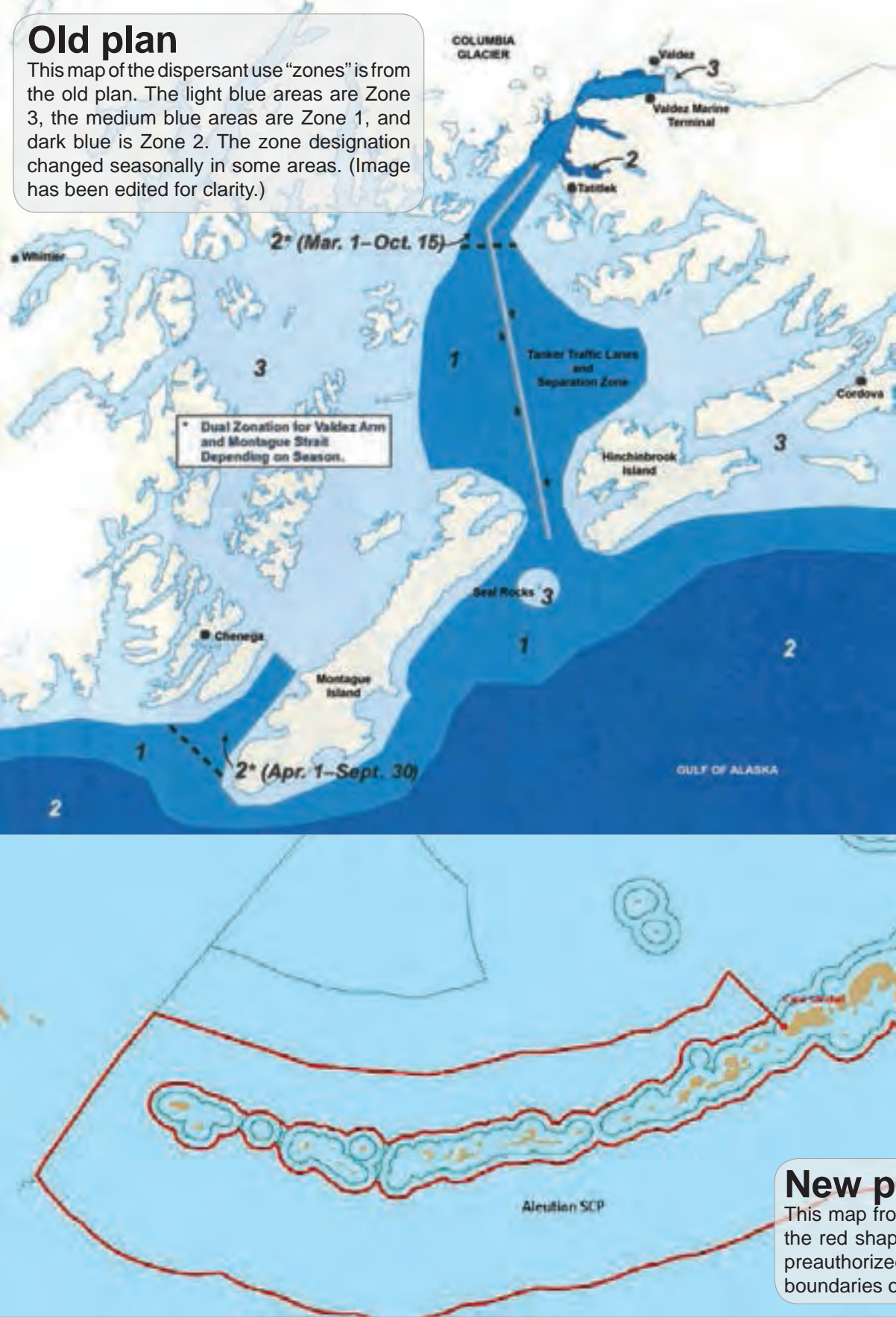
Over the next two years, government agencies will be reviewing the new preauthorized area to recategorize where the use of dispersants should be avoided due to sensitivity. Examples of such areas that may be recategorized are offshore spawning habitat for pollock or a seasonal gathering of seabirds.

These “avoidance areas,” once approved, will automatically be reclassified as undesignated, meaning dispersant application will need to go through the case-by-case approval process, even if they are currently in the preauthorized area between 24 and 200 nautical miles from shore.

The Coast Guard intends to hold meetings in a number of affected communities by September 30, 2016. At these meetings, the Coast Guard will gather public input on subareas within the preauthorization area that should be recategorized. They will also accept written comments.

rents, and sensitive habitats or human use activities:

- Zone 1: Dispersants were acceptable after consideration of mechanical removal. Response coordinators were not required to get approval from agencies.
- Zone 2: Use of dispersants was conditional. Approval from the EPA and the State of Alaska was required.
- Zone 3: The use of disper-



### New plan

This map from the new plan shows the new preauthorized area (within the red shape). The undesignated areas will be all areas between the preauthorized area and the shoreline. The dotted black lines mark the boundaries of the subarea contingency plans, marked “SCP.”

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Are you interested in news about oil tankers, oil spill prevention and response, activities of the citizens’ council, and other issues related to oil transportation in Alaska waters? You can receive The Observer through your mailbox or your inbox!

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THE OBSERVER is published in January, May, and September by the Prince William Sound Regional Citizens’ Advisory Council. Except where credited to others, articles are written by Amanda Johnson, the public communications project manager for the council.

## SCHEDULE CHANGE FOR 2016

The next issue of The Observer will be issued in September 2016. There will not be a July issue for 2016.

## COUNCIL BOARD MEETINGS

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

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.pwsrccac.org](http://www.pwsrccac.org)

The tentative board meeting schedule for the coming year is:

- September 15 & 16, 2016 in Cordova
- January 19 & 20, 2017 in Anchorage
- May 4 & 5, 2017 in Valdez

Cover photos of fishing vessels and puffin (right) by Cathy Hart Photography.





## 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 advisory committees:

### Terminal Operations & Environmental Monitoring:

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

**Members:**

- Chair: Harold Blehm, Valdez
- Vice-chair: Mikkell Foltmar, Anchorage
- Amanda Bauer, Valdez\*
- Steve Goudreau, Valdez
- Tom Kuckertz, Anchorage
- George Skladal, Anchorage

### Port Operations and Vessel Traffic Systems:

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

**Members:**

- Chair: Amanda Bauer, Valdez\*
- Vice-chair: Pat Duffy, Valdez\*
- Robert Archibald, Homer\*
- Cliff Chambers, Seward
- Pete Heddell, Whittier
- Orson Smith, Seward\*
- Jeremy Talbott, Valdez

### Scientific Advisory:

The Scientific Advisory Committee 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
- Jeffrey Brooks, Anchorage
- Wayne Donaldson, Kodiak\*
- Roger Green, Hope
- Davin Holen, Anchorage
- Dorothy M. Moore, Valdez\*
- Debasmita Misra, Fairbanks
- Mark Udevitz, Anchorage

### Oil Spill Prevention and Response:

The Oil Spill Prevention and Response Committee works to minimize the risks and impacts associated with oil transportation by reviewing and recommending 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\*
- Mike Bender, Whittier\*
- Colin Daugherty, Anchorage
- David Goldstein, Whittier
- Jim Herbert, Seward\*
- Gordon Scott, Girdwood
- Alisha Sughroue, Seldovia\*

### 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: Cathy Hart, Anchorage
- Vice-chair: Linda Robinson, Homer
- Trent Dodson, Kodiak
- Jane Eisemann, Kodiak
- Patience Andersen Faulkner, Cordova\*
- Ruth E. Knight, Valdez
- Andrea Korbe, Whittier
- Kate Morse, Cordova

\*council director

## 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: Bob Shavelson - Oil Spill Region Environmental Coalition
- Treasurer: Pat Duffy - Alaska State Chamber of Commerce

- Robert Archibald - City of Homer
- Robert Beedle - City of Cordova
- Mike Bender - City of Whittier
- Melissa Berns - Kodiak Village Mayors Association
- Al Burch - Kodiak Island Borough
- Wayne Donaldson - City of Kodiak
- Patience Andersen Faulkner - Cordova District Fishermen United
- Mako Haggerty - Kenai Peninsula Borough
- John Johnson - Chugach Alaska Corporation
- Jim LaBelle - Port Graham Corporation
- Dorothy Moore - City of Valdez
- Orson Smith - City of Seward
- Alisha Sughroue - City of Seldovia
- Roy Totemoff - Community of Tatitlek
- Michael Vigil - Community of Chenega Bay

### Staff

- Donna Schantz, Acting Executive Director

### Anchorage

- Joe Banta, Project Manager
- Gregory Dixon, Financial Manager
- Amanda Johnson, Project Manager
- Lisa Matlock, Outreach Coordinator
- Natalie Novik, Administrative Assistant
- Shawna Popovici, Project Manager Assistant
- Linda Swiss, Project Manager
- Walt Wrede, Director of Administration

### Valdez

- Jennifer Fleming, Executive Assistant
- Austin Love, Project Manager
- Leigh Lubin, Administrative Assistant
- Roy Robertson, Project Manager
- Jeremy Robida, Project Manager
- Alan Sorum, Project Manager
- Nelli Vanderburg, Project Manager Assistant

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