

THE OBSERVER

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Council weighs in on terminal contingency plan changes

By **LINDA SWISS**

Council Project Manager

The oil spill contingency plan for the Valdez Marine Terminal is undergoing an update, and the council recently had an opportunity to comment on the changes.

The plan, known officially as the Valdez Marine Terminal Oil Discharge Prevention and Contingency Plan, contains detailed information about how an oil spill at the terminal can be contained and cleaned up, and ways to prevent an oil spill in the first place.

By law, these plans are required to be reviewed and updated every five years, and these changes are a part of that regular cycle.

The Oil Pollution Act of 1990, enacted by Congress after the Exxon Valdez oil spill, directs the council to review and make recommendations when the plans are updated.

Complex rewrite

Originally, for this review, the plan was set to expire in May 2013. However, during this review cycle, the plan ended up being extensively rewritten. Three deadline extensions were granted by



Oil storage tanks have a "secondary containment" system surrounding them that would help keep oil out of the environment if a spill from the tanks should occur. The containment system has a liner that would prevent oil from seeping through to the ground. The council recommends routine inspections to make sure the liner remains intact. Photo by Linda Robinson.

the Alaska Department of Environmental Conservation, in order to review proposed changes and provide feedback. The current plan is now set to expire in December 2014. These extensions,

totaling 18 months, illustrate how complex the review has been.

See page 7, **CONTINGENCY PLANS**

Symposium for marine firefighters set for May

The eighth edition of the Marine Firefighting Symposium for Land-Based Firefighters will be held on May 19-21, 2015 in Valdez, Alaska. The three-day conference will educate shore-based firefighters on the best available marine firefighting information and practices, using both classroom and field experiences.

Shipboard fires can occur in any coastal community and at any time. The enhanced training offered at the symposium will help firefighters in coastal communities be better prepared to respond safely and effectively to marine fire

See page 6, **SYMPOSIUM**



Alaska students learned about environmental stewardship and how the effects of an oil spill can spread during a recent expedition into Prince William Sound. Here, they pose next to a Dusky Canada goose nest island they helped the U.S. Forest Service to maintain. Read more about this trip and a teacher's expedition the council helped sponsor on pages 4 and 5. Photo courtesy of Copper River Stewardship Program.

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

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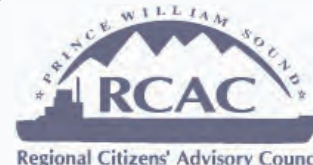


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New committee volunteer has long history with council

On the way out the door on her last day before she retired from 23 years on the council’s staff, Linda Robinson turned in her application to volunteer on the Information and Education Committee, the group she helped re-form in 2008. Today’s committee has roots in an “education committee” which existed in the early days of the council, but was later dissolved.

“Over the 23 years I worked for the council, I’ve watched volunteers dedicating a lot of time

and passion to the mission of the council and I feel like it’s my turn to do that too.”

“I’ve always felt strongly about the mission, understanding that the industry is necessary, but it’s also really important to protect the environment,” Robinson says, “I like the thought that citizens should have a say in the way the industry operates in their area.”

Robinson was one of the first staff members hired by the council. She held several positions, most recently managing the council’s outreach efforts. Her long history brings invaluable insight and knowledge of resources to the committee.

“I’ve seen some projects that haven’t worked well in the past, and sometimes newer people might come up with the same idea. I can give my input as to how we’ve tried it before, maybe why it didn’t work and how we might try it again differently.”

“I am thrilled that Linda is willing to be a mentor to me and for her continued interest in the council doing good work,” said Lisa Matlock, the current outreach coordinator. “Her involvement provides continuity from the past to where we are today.”

Robinson has been working with Matlock on an idea the council has been thinking about for several years.

“One project we’ve been working on lately is the mentoring project,” Robinson said. “That will connect a new board member with an experienced board member who will help them learn about the council. This model could also be extended to committee members”

“There’s so much to learn when you first join

the board, having somebody that you can call, or somebody that sits beside you in a meeting to help you get through it all, I think that’ll be extremely valuable.”

Council meeting agenda topics can include not only oil spill prevention and response, but environmental science, engineering, naval architecture, financial matters, and many others. This made orienting new volunteers a challenging task, Robinson says.

“We tried so many types of new volunteer orientation programs over the years,” she said. “It’s just way too much information, and it’s just way too overwhelming.”

“I think this will make a difference and they’ll be more likely to feel comfortable getting involved quickly.”

Volunteering is important to Robinson. She says every time she has moved to a new location, she volunteers in the local arts community.

Since moving to Soldotna after her retirement, Robinson has been volunteering at the Kenai Fine Arts Center. She helps staff the center and is working with local artists to put on a book arts show this October called “Beyond the Cover”.

“Between volunteering and babysitting my granddaughter, fishing, and trying to do some gardening, I’m managing to keep fairly busy!”

“I’ve gotten so much from the council and I’ve been able to connect with so many people in so many communities, I just feel very grateful for having had that opportunity, and I feel that it’s time to pay back some of that time.”

“If I’m able to help out and use my experiences, that’s what I’m happy doing!”



Robinson and her granddaughter in Soldotna. Photo courtesy of Linda Robinson.

Anchorage and Valdez offices welcome new staff members

Over the summer, the council said goodbye to two staffers and welcomed two new staff members to take their place.

In July, Eileen Collins replaced Serena Lopez as Project Manager Assistant for the council’s Anchorage office.

Lopez resigned from the council in early July to focus on her family and home life in Palmer. She started working for the council as Administrative Assistant in 2009, and was later promoted to Project Manager Assistant for the Anchorage office, where she provided support to project managers and the council’s Scientific Advisory, Information and Education, and Oil Spill Response and Prevention committee volunteers and their projects.

Collins began working for the council in late July. She recently relocated from Arlington, Virginia, where she worked for a federal contractor on projects in transportation policy.

Collins earned a Master of Arts degree from the University of Delaware in Urban Affairs and Public Policy where she focused her research on the emerging curbside bus industry in the Northeast Corridor. She also earned Bachelor of Arts in Political Economy from Tulane University in New Orleans, Louisiana.

Originally from Montgomery, Alabama, Collins says she is excited to be living in Alaska and to experience all it has to offer.

Jean Cobb retired from her position of Administrative Assistant for the Valdez office

in August. Cobb and her husband Dave will be returning to Gig Harbor in Washington state, where they lived previously. One of the Cobbs’ daughters and three year old grandchild live in the area, and Cobb says she is excited to spend time with them.

Leigh Lubin took over Cobb’s position in September. Originally from Los Angeles, she has lived in Valdez since 2005. She has taught secondary education, including four years as a science teacher in Anchorage. She has also been a wilderness guide and a yoga teacher.

Lubin earned a Master of Arts in Teaching from the University of Alaska and a Bachelor of Arts in Environmental Studies from Prescott College in Arizona.



Eileen Collins



Serena Lopez



Leigh Lubin



Jean Cobb

From the Executive Director

What’s in an oil spill contingency plan? Prevention and response and the essence of preparedness

It’s fall now in Alaska. You can feel it in the air. You can see it in the new snow deposited on the mountain peaks after the rain clouds clear away. Commercial and recreational salmon fisheries are over for the year and in Valdez, the RV parks, hotels, and restaurants are emptying out. Suddenly, there is ample parking at the harbor. With the visible end of summer and the beginning of fall, there is a certain seriousness and palpable urgency to preparations for winter. In Valdez, we receive an average of 27 feet of snow per year, and wind speeds can run into the triple digits during storms. Only the foolhardy go into the winter season unprepared.

This fall, comments for the revised Valdez Marine Terminal Oil Discharge Prevention and Contingency Plan, known as the “terminal c-plan,” have come due and the council has now submitted our recommendations. Reviewing the plans and providing advice aimed at improving plans for the oil terminal and associated tankers is one of the fundamental tasks assigned and opportunities afforded to the council under the Oil Pollution Act of 1990 and state statutes.

The oil discharge prevention and contingency plans have five parts: the Response Action Plan; a Prevention Plan; Supplemental Information; a Best Available Technology review; and the Response Planning Standard. With all of those

elements the c-plan is complex and detailed.

As anyone who has witnessed winter storm related problems can attest, nature will discover the weakness in your preparations. Having a roof collapse, a structure crushed, or a boat sink is dangerous, could negatively impact the environment, and is expensive and embarrassing. Similarly, a big disastrous oil spill will reveal weaknesses in prevention or response plans. We don’t want to wait for a disaster to be reminded of the cost-effectiveness of sound preparations and the value of learning from previous mistakes. We have already experienced a big oil spill disaster here.

Since the Exxon Valdez oil spill that brought about current c-plan requirements, various iterations of these plans have been approved on a 5 year cycle. We have had a good plan but should never accept that what has worked in the past will work in the future, especially if there have not been any spills and plans have not been tested through exercises and drills. As we become aware of new risks, planning shortfalls, and opportunities to better prevent and respond to spills, such discoveries need to be appropriately addressed. We ignore them at our own peril.

Learning from the school of hard knocks can be effective on an individual basis but may not

translate beyond the original party unless others see they are facing similar risks. Part of the reason that these c-plans are released for public review is to give a chance for the risk-averse public to provide observations on important details the plan may have missed. We hope the state, Alyeska, and other oversight agencies will embrace many of the suggested improvements from the council and others.

It’s always better to prevent an accident than to respond to one. The state contingency plans include key sections focused on prevention and consequence mitigation measures. In particular, the state requires that each five year review cycle include a review of the best technology available to examine, among other



Mark Swanson

See page 6, **SWANSON**

From Alyeska

Powerful new vessel joins oil spill response fleet

The Yukon Responder is Alyeska’s newest oil spill response vessel and it is a beast with a 34-foot hull, 12-foot beam, twin Yamaha 250hp outboard motors, 300-gallon fuel tank, seating for 12, and a weight capacity of 7,000 lbs. This vessel is different from other TAPS response vessels in that it is a twin screw catamaran, specifically designed for river response but fully capable of operating in Prince William Sound.

“Yukon River is an iconic Alaska river, and it requires an icon response vessel,” said Earl Rose, Oil Spill Coordinator for Alyeska, during the christening ceremony on the Yukon River. Present for the christening was Tom Barrett, President of Alyeska, who lauded Alyeska’s Vessel Operating Committee (VOC) for successfully designing the Yukon Responder and integrating it with the TAPS response fleet.

The christening occurred during an exercise

where operators completed 8 engine hours of hands-on training with the Yukon Responder, consisting of deep and shallow water maneuvers, anchoring, engine failure, refueling, towing, man overboard and rescue, operating with a loaded deck and beach landings.

“The advanced training is required of operators because it significantly increases safety and mitigates risk on the water,” Rose said. “Responders acquire a better understanding of river hydrology which helps with oil spill tactics and it reinforces and enhances field leadership.”

Yukon Responder has the capacity to carry the equivalent of a 2015 Yukon Denali SUV. But one of its most remarkable custom-built features is the capability to refuel other vessels. The 300-gallon fuel tank is not only used to power its 500hp propulsion but also to provide refueling of other vessels, which is unprecedented functionality for TAPS oil spill response.

Alaska Department of Environmental Conservation (ADEC) joined the christening and the exercise where the Yukon Responder successfully refueled a separate response vessel. ADEC’s Elizabeth Stergiou was impressed and said, “The Yukon Responder’s underway refueling system is incredible.” Stergiou rode along for the refueling and participated in the transfer. “The underway refueling on the water seemed much more stable than an on-shore refueling.”

Also present for the christening was Doyon Ltd. vice president of



Alyeska Pipeline President Tom Barrett christens the Yukon Responder with TAPS personnel. Photo courtesy of Alyeska.

administration, Geri Simon. Doyon Ltd. is the Alaska Native regional corporation for Interior Alaska and a valued partner and stakeholder in TAPS. Right before Simon christened the vessel with a bottle of Martinelli’s sparkling cider, she expressed appreciation for the care and concern given to oil spill response. “Alyeska continues to demonstrate its commitment to the partnership with the village response teams in protecting the subsistence areas along the pipeline corridor,” Simon said.

Alyeska VOC co-chairs Earl Rose and Ben Pennington and committee members Milton Moses, Fred Bethune and Larry Nutter are hard at work on the Copper Responder, a twin-engine 36-foot airboat landing craft, that is set to arrive on scene spring 2015. In terms of power and versatility, Yukon Responder is the Incredible Hulk where the Copper Responder will be like Iron Man.

- Submitted by Alyeska Communications.



The Responder is a 34-foot landing craft with seating for 12 and the ability to refuel other vessels. Photo courtesy of Alyeska.

Experience in Sound ignites educators’ passion to pass on environmental stewardship

By Elly Ray
Seward, Alaska

When the 1989 oil spill happened in Prince William Sound, I remember being horrified about it and doing my share of finger pointing. Yet, in no way did I even begin to understand the impact it had on Alaskans and their way of life. As a 28-year-old Pennsylvanian, it fit my notions of environmental degradation, and that’s where it stopped.

Appreciating Alaska for its lifestyle and pure beauty only began when I moved here in 2005. As I developed friendships and began exploring the great land with my children and my spouse, I began to understand the subsistence culture I had joined—but my understanding leapt this summer through an amazing experience I shared with several teachers in Prince William Sound. Now the oil spill creates in me a strong drive to be proactive about protecting this wonderful place we live.

Can we measure the passion Alaskan youth have for Alaska? Could they possibly be taking the beauty and way of life for granted? Can we trust them yet as we pass the torch of protecting our land and way of life to them? Their young lives have not been interrupted by a major earthquake, tsunami, or oil spill of the Exxon Valdez magnitude. While they partake in the lifestyle, do they have a deep understanding of its vulnerability?

This is where my July adventure in Prince

William Sound ties it all together for me. Under the thoughtful guidance of Betsi Oliver, from Alaska Geographic, and Tim Lydon, of the USFS, six Alaskan teachers, one San Francisco teacher, and one UAF journalism student camped, kayaked, and studied together for one week in the Nellie Juan Wilderness Area of Prince William Sound. During that time, we shared amazing experiences.

We attended class led by Lydon while watching a seal spy on us from the shoreline, and a whistle pig get comfortably close to us on the boulders where we sat. We ate gourmet food prepared by Oliver, as we chatted about the Native Alaskans who slept on the same wilderness shores we visited, and the gold miners and explorers who called this their home many years ago. We joked that we’d traded in our computers and smart-phones for glacier TV: “Ohhhhhhhhh! Did you see that one?” and “Wow that was a huge piece that fell off. Did you hear it crash?” We slept with the chill from the nearby glaciers, forcing us deeper into our mummy bags. We paddled through still waters that reflected the snow-capped mountains and floated for hours in our kayaks near several tidewater glaciers. We felt disgusted when we learned how there is still oil from the spill just under the surface on many beaches. I believe I can safely speak for all of us



Participants in the Teacher expedition class pose in front of a glacier.

when I say that we came away with a determination to make a difference, having been changed forever by the closeness we felt with Alaska during our trip.

I’m an Alaskan elementary school teacher, and now I fully grasp my responsibility. To make a difference, I must provide experiences for my students that leads them to understand how it will be their job as they get older to protect our precious natural resources—the water, plants, and animals—and the lifestyle that so many Alaskans depend upon. I must ignite their passion so it burns as brightly as mine does now. My wish is that environmental degradation is not simply a catch phrase on my students’ lips. Instead, it needs to propel them into action to prevent ruin from ever touching our shores again.

Formerly a freelance journalist in North Carolina, Elly Ray is now an elementary school teacher in Seward, Alaska. This summer, she participated in an Alaska Geographic professional development course for teachers, which included an expedition into Prince William Sound. One of the topics the teachers explored during the course was the Exxon Valdez oil spill. The council helped sponsor the event.



Instructor Tim Lydon leads class beside the glaciers in Barry Arm. Left to right: Jamie Generous, Lydon, Lorissa Anderson, Jonathan Rusch.



Left: Paddling through the Nellie Juan Wilderness Area in Prince William Sound. All photos this page by Elly Ray.

Alaska students reflect on effects of oil spills

This summer, ten students embarked on the 2014 Copper River Stewardship Program, taking 8 days to explore the Copper River watershed via raft, canoe, feet, van and ferry. Through this program, the Copper River Watershed Project wanted to help youth see themselves as active members of a united watershed community. A common theme of the program is “we all live downstream,” --what happens in any part of the watershed affects the whole.



“When we were listening to the people talk about the pipeline I got a better understanding for how we all live downstream. When he was talking about how they would clean up the oil if there was an oil spill and I was thinking about how that worked and how when there’s an oil spill that the water always flows downstream. We have a fishwheel downstream and if oil were to get to our fishwheel then it would be very bad and if it were to get to the ocean it would be even worse because the salmon spend most of their life in the ocean...”

-Isaac Cain, Glennallen

The program taught the students about the 1989 spill, the ecological aftermath, and how it influenced communities, the industry, and the politics of the region. Students worked with guest teacher Jack Dalton to write “creative non-fiction” capturing their experiences and impressions. The following are excerpts from students.

–Kate Morse, Copper River Watershed Project

“Water. It surrounds us. It’s in our houses, the lakes outside, the rivers we cross, and the oceans we travel by. But it’s not always appreciated that the water we flush in our toilets is the same water we swim in, and at some point in time it originated from a common source... if there is one thing I learned, it’s that a drop in the ocean is not just that. It’s a drop in every body of water, stream or faucet on earth. So the next time you consider tossing a can in that tiny creek, just remember we all live downstream.”

-Elvie Underwood, Kenny Lake

“Something I’ve learned that impacted me the most is the fact that we all live downstream and it is not only our responsibility to keep the wildlife safe but also to those who utilize the Copper River watershed to produce and transport oil so that we can continue to utilize the watershed for generations to come. Because of the Exxon Valdez oil spill we have to acknowledge that yes we need to survive, but so does the Copper River watershed.”

-Ethan Castillo, Cordova

“I realized that everyone is affected by the choices we make. One example is the choice Joe Hazelwood made when he chose to drink and let somebody else control the ship. This choice affected a lot of people, animals, and the environment. The choice is still in effect today which made me realize that I can’t be so self-centered.”

-Kobe Pence, Anchorage/Chistochina

“The point of this program to me is that we need to keep the land, and especially the watershed, pristine. It’s simple things like picking up trash or big things like trying to clean up the Exxon Valdez oil spill.”

-Takodah Veach, Copper Center



Ethan Castillo, Elvie Underwood, and Kobe Pence



The following organizations partnered to present this year’s Copper River Stewardship Program: Bureau of Land Management/Glennallen Field Office, Copper River Watershed Project, Prince William Sound Science Center, U.S. Forest Service/Chugach National Forest, Wrangell Institute for Science and Environment, Wrangell St. Elias National Park & Preserve and the Prince William Sound Regional Citizens’ Advisory Council.

Left: Students reviewed first-hand accounts from the council’s book *The Spill* in order to learn more about the 1989 Exxon Valdez oil spill that happened before they were born.

Right: Cooking oil in a pie pan simulated an oil spill students had to clean-up using a variety of materials.



All photos on this page courtesy of the Copper River Watershed Project.

Funding is available for programs related to the council’s mission

The council funds programs like these expeditions to help youth become active stewards of their communities and keep Prince William Sound safe from oil spills. One of the goals is to draw young people into the organization to foster their volunteer skills and support the council’s mission. The Exxon Valdez oil spill happened in 1989, but its effects linger. Even though they might not have been around when the spill occurred, youth and young adults can

learn about that disaster and play a vital role in helping prevent another spill. Any student or educational group within the Exxon Valdez oil spill affected region can propose a project. Projects or activities must relate to the council’s mission: citizens promoting environmentally safe operation of the Alyeska marine terminal in Valdez and the oil tankers that use it. Limited funding is available, therefore only those proposals which

are deemed most relevant to our mission and responsibilities will be considered. There are two deadlines each year to submit proposals for funding. The next will be in late fall. Please contact the council’s Outreach Coordinator Lisa Matlock at 907.273.6235 or email lisa.matlock@pwsrccac.org for the next deadline. More information is available on our website: <http://www.pwsrccac.org/outreach/youth-involvement/>

Whittier volunteer and daughters monitor for invasive species



Andrea Korbe, who represents the City of Whittier on the council’s board of directors, and her daughters Kelsey and Stacy (pictured above) volunteer to help monitor the Whittier area for invasive species such as European green crab. The green crab, known to travel

in the ballast water of ships at sea, is an efficient and voracious predator that has invaded the West Coast from San Francisco to Vancouver Island. It is feared that the green crab will find its way to Alaska waters. Fortunately, none of these crabs have yet been found in Alaska.

SYMPOSIUM: Marine firefighting event to take place in May 2015

Continued from page 1

incidents. The symposium focuses on raising awareness and increasing safety in the event of a shipboard fire. Some of the topics to be covered during the symposium will include:

- interpretation of ship fire plans
- firefighter coordination with ship’s crew
- basics of vessel stability
- ship awareness
- vessel familiarization
- coordination of private and public responses
- politics of a marine incident
- an update on implementation of Coast Guard salvage and marine firefighting regulations
- and an introduction to oil and gas shipping.

Numerous hands-on and field

activities will allow community firefighters to work with marine industry salvage and firefighting contractors. Nationally renowned trainers John Lewis, John Taylor, Don Ryan and Ron Raschio, led by Jeff Johnson, are returning to the symposium. Several of these instructors provided input and material for a manual on land-based shipboard firefighting produced by the International Fire Service Training Association. There is no charge to participate in the symposium and the council encourages firefighters with an interest in this topic to attend. Please contact Alan Sorum at 907.834.5020 or visit our website at <http://www.pwsrcac.org/programs/maritime/marine-fire-fighting> for more information and updates concerning the event.

Thank you to the generous sponsors of the 2015 Marine Firefighting Symposium:



SWANSON: Prevention, response, and preparedness in oil spill contingency planning

Continued from page 3

things, the maintenance practices for buried metal piping containing oil. Over the past few years the council has become increasingly concerned that terminal piping maintenance practices have omitted any direct inspection of miles of buried piping at the terminal. A failure and sudden loss of oil containment due to corrosion in these buried pipes could result in an incident similar to the event at a pipeline pump station that shut down the entire pipeline in 2010. New technology is available to inspect such piping sections. Inspecting buried piping is not simple or inexpensive, but it is feasible and it would reduce oil spill risks. To Alyeska’s credit, following the pump station corrosion failure, their engineers have been diligently working on measures to inspect some of the terminal’s buried piping. Unfortunately, this work does not yet encompass all of

the terminal’s oil piping and none of these new corrosion inspection plans or technology examinations seem to be included the final submitted version of the c-plan. The council thinks these efforts and considerations should be included. Even if leaking oil never makes it to the water, we’ve seen the winter time operational consequences of just such a corrosion related oil leak. We know the risk is real and the prevention solutions are available and achievable. As winter approaches, we are personally reminded of the urgency of preparing for anticipated risks. The state has a good framework for ensuring an acceptable oil discharge prevention and contingency plan. A good contingency plan, further improved by incorporating or addressing public comments, will be a better plan. • Mark Swanson is the executive director of the Prince William Sound Regional Citizens’ Advisory Council.

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CONTINGENCY PLANS: Council submits plan recommendations

Continued from page 1

Council recommendations

The council provided extensive comments during the 30-day public review period. The plan describes both prevention and response activities at the terminal. Yet due to concerns about the age of the terminal facility, the council paid particular attention to prevention.

The council believes that preventing an oil spill from occurring in the first place is the most effective strategy to protect human health and the environment.

The council supports physical inspections of all above and below ground piping at the terminal, ensuring that the plan includes robust descriptions of facility piping segments, and increased monitoring of pipeline integrity.

A secondary containment system surrounds all crude oil tanks at the terminal to catch oil and prevent spills from reaching the nearby environment. The council supports verifying that the containment system’s catalytically blown asphalt liner is sufficiently impermeable to

protect groundwater, as required. The council is concerned whether, after 35 years of use, this liner remains intact. Alyeska receives a “prevention credit,” based on the integrity of secondary containment, which allows Alyeska to plan for a spill that is much smaller than the total capacity at the terminal. That means less response equipment would be required by the plan.

Other recommendations include:

- Limiting internal inspection cycle of crude oil tanks to no more than 10 years
- Ensuring major equipment, such as barges and fishing vessels, are available when needed
- Conducting a risk assessment on the entire terminal facility

While the contingency plan goes through the official State of Alaska review process and approval, federal agencies also play a part in reviewing and approving this plan. The council has directed comments to all agencies involved.

Please see our Executive Director’s column on page 3 for more on the council’s recommendations for improving the terminal contingency plan.

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:

January 22 and 23, 2015: Anchorage
May 7 and 8, 2015: Valdez
September 17 and 18, 2015: Kodiak

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*
Mikkel Foltmar, Anchorage
Steve Goudreau, Valdez
Tom Kuckertz, Anchorage
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: Linda Robinson, Kenai
Jane Eisemann, Kodiak*
Cathy Hart, Anchorage*
Ruth E. Knight, Valdez
Kate Morse, Cordova
Savannah Lewis, Anchorage
Diane Selanoff, Port Graham*

*council director

Community Corner

Developing internships for the council's future

By **LISA MATLOCK**
Council Outreach Coordinator

In February 2015, the council will be 25 years old. We are an organization in transition, created by one generation and moving to the next. In the past year alone, several board members and long-time staff have retired, or, sadly, passed away. At every meeting, the board discusses the importance of finding and recruiting passionate younger citizens who will eventually be called upon to represent the council's member entities and work on behalf of our mission. To help answer this need, the council has been developing an internship project to engage the next generation.



Lisa Matlock makes a new friend at the 2014 Copper River Wild! festival in Cordova.

Pilot internships

The project began in 2014 with two interns working on very different pilot projects. Cordova High School student Sarah Hoepfner spent a few hours each month of the past year using traps and plates to monitor for European green crab and invasive tunicate species in the Cordova area. She also worked with several classrooms in Cordova this spring and at the Copper River Wild! Festival this summer to educate youth about invasive species. Sarah has been mentored by Information and Education Committee volunteer, Kate Morse, and Science Advisory Committee project manager, Joe Banta. Sarah's final report on this summer's aquatic nuisance species monitoring will be completed this fall.

During January and February of 2014, the council's second pilot intern Zachary Verfaillie, a senior student at the Massachusetts Maritime Academy, completed an existing council project developed by the Oil Spill Prevention and Response committee, as his senior thesis. In May, the board accepted Zack's final report "Analysis of Fishing Vessel Types and Numbers vs. Response Tactics." His report is a living document which helps

the council match the kinds and numbers of fishing vessels contracted by Alyeska's Ship Escort/Response Vessel System to the oil spill response needs in the region. Zack was mentored in this project by council project managers Roy Robertson and Jeremy Robida.

Internships for 2015

A manual has been developed from the council's pilot year experience, and we have begun an open recruitment for 2015 interns.

The council is recruiting for a "Multi-Media Intern" (see inset). The council is seeking this intern to accomplish several video

projects, such as production of a brief video history of the council, a Valdez Marine Terminal video tour for internal training, and documenting youth involvement projects. Recruitment for this intern is focused on regional college and university programs as well as existing youth program partners.

The Information and Education Committee committed to funding a second year of invasive species monitoring in Cordova by Sarah Hoepfner. Sarah will also recruit and train her eventual replacement.

The benefits of an internship is mutual to both the student and the organization. The council will benefit from its internship program by having already identified project needs achieved while a local youth will gain valuable career skills and an understanding of the council's mission. The council looks forward to a fresh perspective and help in building our relationships with the next generation.

Future intern projects can be suggested through the council's technical committees. If you are interested in more information about upcoming internships, please contact me: lisa.matlock@pwsrccac.org or 907.273.6235.

Now accepting applications for Media Intern

The council is currently recruiting for a Media Intern. This internship includes the opportunity to work on three different video projects and the chance for paid travel to small coastal communities in southcentral Alaska. The intern will be paid a stipend for their video work.

This internship will be completed throughout the school year, with time for orientation and each video project negotiated with council staff.

Contact Lisa Matlock for more information: lisa.matlock@pwsrccac.org or 907.273.6235

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.

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Patience Andersen Faulkner - Cordova District Fishermen United
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Bob Shavelson (confirmation pending) - Oil Spill Region
Environmental Coalition
Diane Selanoff - Port Graham Corporation
Roy Totemoff - Community of Tatitlek

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