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## Louisiana's Edison Chouest Offshore to take over from Crowley in 2018 as Alyeska's maritime contractor

Council invited to observe trainings, ship construction, on-water exercises

In June, Alyeska Pipeline officially confirmed that Edison Chouest Offshore will take over from Crowley Maritime as the provider of oil spill prevention and response services for the terminal and tankers in Prince William Sound. The overlap of Crowley and Edison Chouest's marine assets in Prince William Sound will take place over a three to six week period in the summer of 2018.

The contract, signed in early August, is effective until 2028.

Edison Chouest is planning five new escort tugs, four new general purpose tugs, three new barges, and two line boats. Construction of the general purpose tugs began this summer. Edison Chouest is planning to purchase two barges currently in Prince William Sound and build three new barges.

Edison Chouest owns shipyards in the Gulf

of Mexico, and the majority of the testing will be done nearby. Further testing will be done in Puget Sound and later in Prince William Sound once the vessels arrive in the region.

Alyeska has promised further details about the vessels such as escorting performance specifications, firefighting capabilities, and spill response equipment in the near future.

### Observing the process

The council is attending meetings along with ADEC, the Coast Guard, and Crowley for updates and information from Alyeska and Edison Chouest. Roy Robertson, the council's drill monitor, has been attending on behalf of the council.

"They have offered us the opportunity to

*See page 4, Edison Chouest*

## Foreign tankers arrive in Prince William Sound

### Council observing process

Two foreign-flagged tankers hauled Alaska North Slope crude oil from the Valdez terminal this summer for the first time in over 30 years. The last time non-U.S. vessels shipped Alaska

crude to foreign refineries was in the 1980s when West Coast refineries could not keep up with the amount of crude coming out of the pipeline.

The first tanker, the Tianlong Spirit, visited the terminal late last July and the second, the

Cascade Spirit, arrived in early August. Both are chartered by BP, and owned by Teekay Corporation.

A ban on selling U.S. oil was put in place during the 1970s Arab oil embargo in an effort to keep Alaskan oil in the U.S. At the time, the U.S. was in the middle of an energy crisis and gasoline prices were soaring. Alaska oil was exempted

The 900-foot long Tianlong Spirit was built in 2009 and is registered in the Bahamas. Photo by Doug Craig.

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

## Council applauds decision to keep public engagement tool for spill response in Alaska

Recent council concerns about a proposed change to Alaska's spill response plan have been alleviated for now. However, the council is following a new proposal that also has the potential to affect stakeholder input.

In a letter to the council on September 1, the Alaska Department of Environmental Conservation, or ADEC, announced that its proposal to change the Regional Stakeholder Committee had been withdrawn. The Regional Stakeholder Committee is a vital tool for public involvement during oil spills, and has been effective for communication during spill drills and exercises in Prince William Sound for over a decade.

Early in 2016, the Alaska Regional Response Team, or ARRT, a group made up of 15 different federal and state agencies that share responsibili-

*See page 6, Spill response*

## Council hires director of external communications



Brooke Taylor has joined the council's staff in the new position of Director of External Communications. She will oversee public relations and media for the council.

Taylor has worked in public relations and

*See page 7, Taylor*

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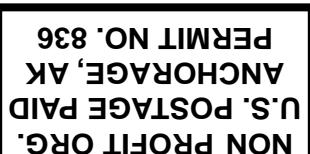
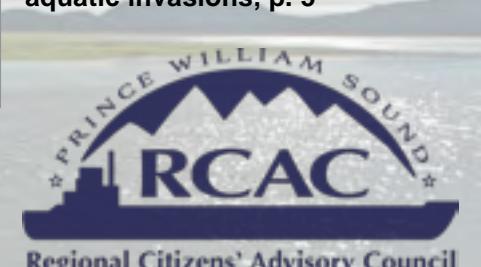


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**Volunteer Spotlight****Volunteer helps connect new generations with council's mission**

Kate Morse was nine years old and living in Pennsylvania when the Exxon Valdez hit Bligh Reef in 1989. Although she didn't directly experience the spill personally, she now works to bring the spill to life for a new generation.

Morse has been the Program Director for Cordova's Copper River Watershed Project since 2008. The organization is based in Cordova but does work throughout the Copper River watershed drainage area, which includes not only Cordova, but Glennallen, Kenny Lake, Mentasta Lake, and Paxson. Morse says the area is about the size of West Virginia, and the population of the region depends on healthy salmon runs.

"It takes an entire watershed to support healthy salmon populations due to their complex life cycle from salt to fresh water and back to salt water again," says Morse. "Our education programs really aim at getting people to see themselves as part of a watershed community, rather than just the stream in their backyard."

She says her organization tracks the council's projects closely because the Trans-Alaska pipeline runs through the Copper River basin.



Morse and her husband Andy will soon be welcoming twin girls into their little Cordova family. Photo courtesy of Kate Morse.

"There are major river systems in the area," Morse says. "The prospect of removing oil from a glacial river, how the oil would contaminate the entire water column and the glacial sediments, it would be impossible to clean it up."

"Prevention is definitely the key."

**Connecting a new generation to spill prevention and preparedness**

The message of prevention is emphasized in much of Morse's work.

"As a trip leader and an educator, and as a volunteer for the council, I've taken the lead on education about the oil spill event and the resulting checks and balances in place, such as the council, to make sure this kind of incident doesn't happen again."

She has led expeditions for middle and high school youth coordinated by both Alaska Geographic and the Copper River Stewardship program. During these trips, Morse connects a new generation to the story of the Exxon Valdez.

"I feel like it's really important to help be a connection to the generation that was born after the spill happened, so that history doesn't repeat itself," Morse says. "I do what I can to capture those experiences and emotions and lessons learned from those who had the unfortunate experience of being here during that time."

"I make sure students understand how far things have come related to what things were like at the time of the spill."

"In the past two years, the most powerful way that I've been able to do that is not to try to retell the stories myself, but to use the voices of the people themselves through the use of the book *The Spill and Project Jukebox*," Morse says.

*Project Jukebox* is an archive of audio and video recordings preserved as part of the Oral History Program at the University of Alaska Fairbanks. In 2014, the council partnered with the university to create an Exxon Valdez oil spill portion of the archive.

Cordova students see their parents and other community members taking part in Alyeska's program to train fishermen and other mariners

*Kate Morse is a member of the council's Information and Education Committee. The committee supports the council's mission by fostering public awareness, responsibility, and participation through information and education. This committee is one of five committees of volunteers from communities affected by the Exxon Valdez oil spill. Volunteers like Morse dedicate their time and expertise to advise the council on technical issues related to the safe transportation of oil through Prince William Sound.*

to response to oil spills, but they don't really know how or why the program came to be.

"When they hear the stories of the fishermen who were sidelined and told they were going to be arrested for collecting oil in buckets, it provides a greater context for the response program that's in place."

She says these stories connect the students to the spill in a personal way.

"Being in Prince William Sound and seeing the whales and sea lions and witnessing the life out there today, while at the same time reading or listening to firsthand stories about what it was like covered with oil, when the water sounded 'dead', when there were carcasses littering the beaches, when there was chaos trying to coordinate cleanup, it's really a powerful combination. It helps make those experiences real without having to have this next generation experience the oil spill themselves."

**Working with the council**

Morse's volunteer work with the council's Information and Education Committee relates to her personal passion.

"There are really diverse experiences and perspectives on the committee, and people share them in non-confrontational ways," she says. "It's a very informative process where no one is dominant or driving a certain agenda. It's a

**See page 7, Morse**

**Council's executive committee re-elected to another term in office**

The council board held annual elections to choose its seven-member executive committee at its May meeting in Valdez.

Amanda Bauer of Valdez was elected to her fourth consecutive term as president. Thane

Miller, who represents Prince William Sound Aquaculture Corporation on the board, was elected to his fourth consecutive term as vice-president. Bob Shavelson, who represents the Oil Spill Region Environmental Coalition, was

re-elected as secretary. Wayne Donaldson, who represents the City of Kodiak, was elected as treasurer.

Long-time board member Patience Andersen Faulkner, who represents the Cordova District Fishermen United, Robert Archibald, who represents the City of Homer, and Melissa Berns, who represents the Kodiak Village Mayors Association were all re-elected to serve as at-large members of the executive committee.

These officers will serve until the next elections in May 2016.

**Duffy resigns from board**

Pat Duffy, who served on the council's board of directors since September of 2007, resigned in May. Duffy represented the Alaska State Chamber of Commerce. He served several terms as vice president and as member-at-large. He also served on the council's finance committee, helping to oversee development of the



Pat Duffy

**See page 7, Council board**

**From the President and Executive Director**

# Partnerships build trust and help prevent oil spills

In 1990, just after the worst oil spill the U.S. had ever seen, Congress was tasked with creating legislation that would prevent such a disaster from happening again. One goal of the resulting legislation, the Oil Pollution Act of 1990, was to foster long-term partnership and build trust between industry, government, and local communities. To help accomplish this, the Act mandated regional citizens' advisory councils to help monitor the oil industry in Prince William Sound and Cook Inlet.

Great visionaries began this experiment in building partnership and trust. While some of these people are no longer with us, we still share the vision that motivated them.

Today, the council still works to find

*"...many people believe that complacency on the part of the industry and government personnel responsible for monitoring the operation of the Valdez terminal and vessel traffic in Prince William Sound was one of the contributing factors to the EXXON VALDEZ oil spill..."*

*"...only when local citizens are involved in the process will the trust develop that is necessary to change the present system from confrontation to consensus..."*

- Oil Pollution Act of 1990

common ground between citizens, the oil industry, and regulators in order to develop the trust necessary to build and maintain the safest marine transportation system in the world.

**Changes to the escort system require partnership**

The future of the system of escort and oil-spill response tugs and barges in Prince William Sound is perhaps the most crucial issue we face in the immediate future. Alyeska Pipeline Service Company recently announced it is hiring a new contractor to provide these important oil spill prevention and response services. Crowley Marine Services has held the contract since 1995, and has provided docking services for oil tankers at the Valdez Marine Terminal since start-up in 1977. As of June 2018, the new contractor will be Edison Chouest Offshore.

This transition must be handled carefully, as it will entail extensive training for new crews on complex equipment in the challenging, and potentially unfamiliar, environments of Prince William Sound and the Gulf of Alaska.

While our concern is heightened over the coming changes, we are dedicated to working with Alyeska, regulators, and the new contractor, to develop the trust and partnership that will make sure the highest of standards of care are preserved for oil spill prevention and response in Prince William Sound and the Gulf of Alaska.

Our job is to monitor and advise industry and regulators on oil spill prevention and



Amanda Bauer



Donna Schantz

response plans as well as changes to government policies, permits and regulations. We share our recommendations to improve safety, environmental protections, and the process for citizen involvement with our industry and government partners.

The lack of major crude oil spills in Prince William Sound since 1989 should be celebrated as a sign that the partnership envisioned after the Exxon Valdez spill has been a success. It indicates that the prevention measures put in place since then have been effective. Even the best of systems can be improved, so now, more than ever, we at the council will remain vigilant, and work together to combat the complacency identified as a root cause of the Exxon spill.

•Amanda Bauer is the President of the Prince William Sound Regional Citizens' Advisory Council's board of directors and Donna Schantz is the Executive Director.

**From Alyeska**

# Pipe inspections on terminal finds no repairs needed

This summer, Alyeska's multi-year internal inspection program of Valdez Marine Terminal piping included inspecting buried relief system and crude oil piping in and around the East Metering building, and from West Metering to the end of Berth 5. Much of this piping is encased in concrete and was considered "uninspectable" until recent advances in inspection technology.

Crews started in the spring, working in and around the East Metering building where oil enters the Terminal and is measured as part of the pipeline leak detection system. They built containment and installed equipment to allow

for system isolation. The roof was modified so cranes could remove large segments of pipe from the building and return them after the inspection.

During a scheduled maintenance shutdown in June, TAPS personnel drained down and isolated the impacted piping around East Metering. Once the shutdown was completed, a contractor cleaned the pipe with special equipment that limited physical entry into the pipe. Crews removed several 90-degree pipe segments to create access points for the crawler pig (see photos) that carries the inspection tool through the pipe. Pigs inspected approximately 2,100 feet of pipe ranging from 16 to 36 inches in diameter.

Alyeska integrity management staff analyzed the data, and found no needed repairs and no significant impact to pipeline or Terminal operations. The piping has returned to service..

The second phase of inspections continues between West Metering and Berth 5. Equipment in the West Metering Building measures crude oil before delivery to tankers. The project will continue in coming years, when crews will inspect



Alyeska staff implement new technology that can inspect areas of pipe that were previously impossible to inspect. Photos courtesy of Alyeska.

two 48-inch crude oil piping systems carrying oil between East Metering, the East Tank Farm and West Metering. For this work, crews plan to use a traditional In-Line Inspection (ILI) tool, similar to the tools used to inspect the main 800-mile pipeline from Prudhoe Bay to Valdez.

•Submitted by Alyeska Corporate Communications.



**Community Corner****Building resilience in communities affected by human-caused disasters**

Until 2010, the 1989 Exxon Valdez oil spill was the largest oil spill disaster in U.S. waters. That March, people around the world turned on the news to see our devastated wildlife and beaches. No one doubted that the environment of Prince William Sound and other downstream areas were hurt. What was not apparent to almost everyone was the short and long term damage to the people in the region's communities.

Technological disasters, such as an oil or chemical spill, a nuclear accident, or a large building fire or collapse, affect communities differently than natural disasters. A technological disaster is caused by humans, and there is a person or persons who can be blamed for the incident. Natural disasters have no one to blame. Natural disasters, such as floods, hurricanes, and earthquakes, can often be predicted and prepared for. Technological disasters are often unexpected.

After the Exxon Valdez spill, the council funded research on how technological disasters affect people living in the area compared to natural disasters.

The study found that natural disasters tend to build "therapeutic communities," while technological disasters can result in "corrosive communities." Therapeutic communities are places where people pull together and focus on a return to pre-disaster conditions. Local leaders usually coordinate response activities in a natural disaster. Corrosive communities result from technological disasters for a variety of reasons, but especially because:

- entities with little or no connection to the community may be leading recovery efforts;
- consequences of the disaster are less known, which may foster higher levels of stress and anxiety;
- responses may be drawn out,
- resulting litigation can last for decades; and
- conflicts within the community may erupt between people who are affected differently by the incident's response.

Peer listeners can help heal corrosive communities

After the Exxon Valdez oil spill, council-sponsored sociologists studied the community of Cordova and impacts the spill had on its social fabric. From this research, the council helped develop the "Peer Listener" program. This program is designed to help communities be more resilient in the face of a technological disaster.

The council has sponsored Peer Listener trainings in communities all over the Exxon Valdez oil spill region. Anyone can learn to be a Peer Listener. The program teaches how to listen actively to neighbors experiencing emotional, physical, and/or behavioral difficulties in response to a technological disaster in the area. Peer Listeners are also instructed in how to assist people in distress to find help and to consider positive ways to cope with their situations. The Peer Listener program, led in part by several council volunteers, was used in the Gulf of Mexico after the Deepwater Horizon spill helping communities in the south recuperate socially after that disaster. Long term research continues today in the Gulf of Mexico on the long-term social effects of the spill.

#### **Training professionals to train listeners**

For the first time this fall, the council is sponsoring a special training that will help create a cadre of Peer Listener instructors throughout communities in the Exxon Valdez oil spill region. Called the Peer Listener Trainer workshop, this course will specifically guide behavioral health

professionals who serve these communities in the methods needed to train others to become Peer Listeners.

The best way for a community to respond to any kind of disaster is to have responders of all types trained before anything bad occurs. The council hopes this workshop will result in Peer Listener trainings being offered locally by dedicated, home-grown experts. By preparing Peer Listener Trainers now, more members of all of our communities will be ready to help people bounce back in healthy ways in the face of tragedy.



Above and below: Citizens learn to become peer listeners during trainings sponsored by the council in the early 2000s.

**Edison Chouest: New contractor for Alyeska's maritime operations preparing for work**

Continued from page 1

observe vessel construction, crew trainings, and on-water exercises," said Robertson. "We are setting aside funds for these trips to the shipyards and training facilities in the Gulf of Mexico."

Robertson says these observations will be helpful to verify the details, but that the council would have liked to have seen more information earlier in the process. "We could have provided them more specific input and advice prior to design of the vessels," he added.

The council is developing specific recommendations regarding equipment capabilities and the process to ensure that crews are adequately trained and qualified

before the new contractor takes over. The council has hired several advisors to help provide recommendations and advice on the technical details and best practices.

"The council's main concerns right now are that the equipment

meets or exceeds existing prevention and response standards, and that the crews are well-trained and familiar with preventing and responding to oil spills in the Alaskan environment," said Donna Schantz, executive director of the

council.

Crowley Marine will continue providing services until the transition to Edison Chouest is complete and regulators have signed off on the capabilities and qualifications of the new equipment and crews.



Photo caption: Edison Chouest plans to purchase several barges currently in use in Prince William Sound, including the 500-2 (above). The 500-2 is a support barge for spill recovery operations near shore. Photo by Jeremy Robida.

## Homer teens use technology to monitor Kachemak Bay for aquatic invasions

By Beth Trowbridge

Executive Director for the Center for Alaskan Coastal Studies

Four Homer high school students, a project leader, and lots of volunteers took part in the center's "Creating Teen Leaders through Marine Technology and Research" program this summer, helping monitor for aquatic invasive species throughout Kachemak Bay.

The students built an underwater remotely operated vehicle, or ROV, from a kit, which they used to explore the Homer and Seldovia harbors for aquatic invasive species. "We all had various skills that we could contribute but it took all of our expertise to organize, create, and improvise the structure," said Landon Bunting, one of the students, describing the teamwork that developed between the students during the project.

The students also used drones to help learn to navigate the underwater ROV. "Flying the drones and watching them be flown allowed for a better understanding of operating ROVs through a 'fluid' such as air or water," added Bunting. "This experiment allowed each of us to learn from

our mistakes and to learn the benefit of different types of remote operated vehicles."

The students identified many native species through their project, helping gather baseline biological data as well. "With all of us growing up near or around coastal Alaska, we all had a general idea of the aquatic invertebrates inhabiting the dock, and were able to identify several anemone, limpet, barnacle and mussel species," said Jay Davis, another student. "It is good to see that the Homer harbor is free of invasive invertebrates, at least based on what we were able to spot and identify."

"It was surprising to see the differences between old and new docks and how the species differed between the mouth of the harbor and the far side," said Cody Bond, another student. "The controls were weird but we could still see all the sea life clinging onto the docks and make good observations on the sites we monitored."

The students also made a trip across Kachemak Bay to observe underwater species around Seldovia. "It was interesting to see that a

newer area of the dock didn't have sponges or shield limpets like the rest did, but did have a small crab," added Bond. "It was also surprising that areas away from the mouth were a lot more diverse than the ones closer to

**Left:** Instructor Axel Gilliam leads students to investigate marine invertebrates in the Homer harbor.



Students put together the drones prior to a test drive. Photos courtesy of Beth Trowbridge.



the mouth, but that could be because it's closer to the area where people clean and gut fish."

The data collected will help track how the diversity changes with each season. Fortunately, no invasive species were recorded.

The team learned not only about building and operating technology, but also the diversity of their natural world. Working with the drones and ROVs help Bunting realize potential career choices he never knew existed.

"I never knew I wanted to go into marine biology, so now I am definitely considering it," said Bunting. "I've always loved engineering but now I kind of want to incorporate the two of them together."

This project was funded in part by the council, as part of our efforts to encourage the next generations to become active stewards of their communities and help keep our waters safe from environmental damage. The council has long been concerned about the threat of marine invasive species being transported to Prince William Sound in oil tanker ballast water and on vessel hulls.

## Do you have an idea for a new council project?

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 partnerships 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 how to submit a project proposal, visit our website: [www.bit.ly/NewCouncilProjects](http://www.bit.ly/NewCouncilProjects)

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## Spill response management in Alaska: New proposal to be evaluated

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ties for managing oil and chemical spill responses in Alaska, proposed changes that could have reduced the council's, and the public's, access to important information about a spill. The change would also have reduced citizens' input to spill

response leaders.

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.

During the public comment period that followed, the council and several local communities and organizations supported keeping the committee as it was,

rather than splitting stakeholders into two groups. One of the new groups, which would have included the council, would have received far less information and access to decision-makers than the other.

ADEC stated that the work-group that put the proposal forward met on August 31, at which time a determination was made to withdraw the proposal.

### New proposal open for public comment

On September 2, ADEC issued a new proposal to change the spill contingency plans for Alaska so that they would be more consistent with the national framework for contingency plans. According to the ADEC website, one piece of the proposed new plan would consolidate Alaska's ten contingency planning regions, called "subareas," into four "area" plans governed by one "regional" plan for Alaska.

The details currently in these subarea plans, which includes local information, environmental conditions, resources at risk, and customized strategies

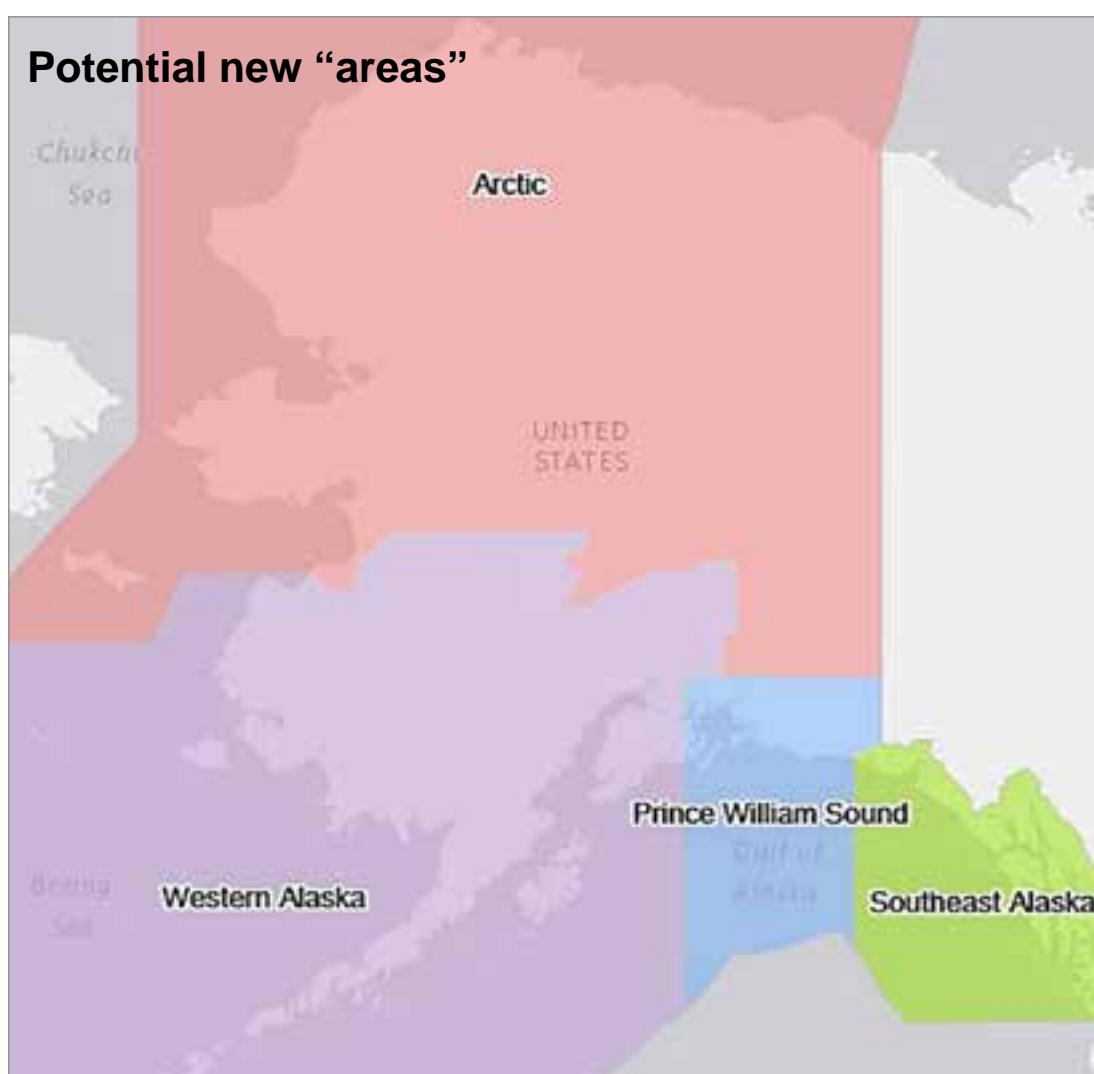
for responding to spills in specific locations, would be transferred to "geographical annexes" in the new plan.

As proposed at this time, the borders of the area that covers Prince William Sound would remain similar to the current sub-area, however Kodiak and Cook Inlet would be part of the "Western Alaska Area," which would also include the Aleutian Islands, Bristol Bay, and portions of the Bering Sea.

"The council is currently evaluating the pros and cons of consolidating the regions and associated plans to be more consistent with the response planning framework throughout the United States, including how this new proposal might affect communications between spill responders and those affected by a spill," said Donna Schantz, executive director of the council. "We plan to seek input from our members and other stakeholders in order to provide meaningful advice and recommendations to the Alaska Department of Environmental Conservation, Environmental Protection Agency and United States Coast Guard on this proposal."

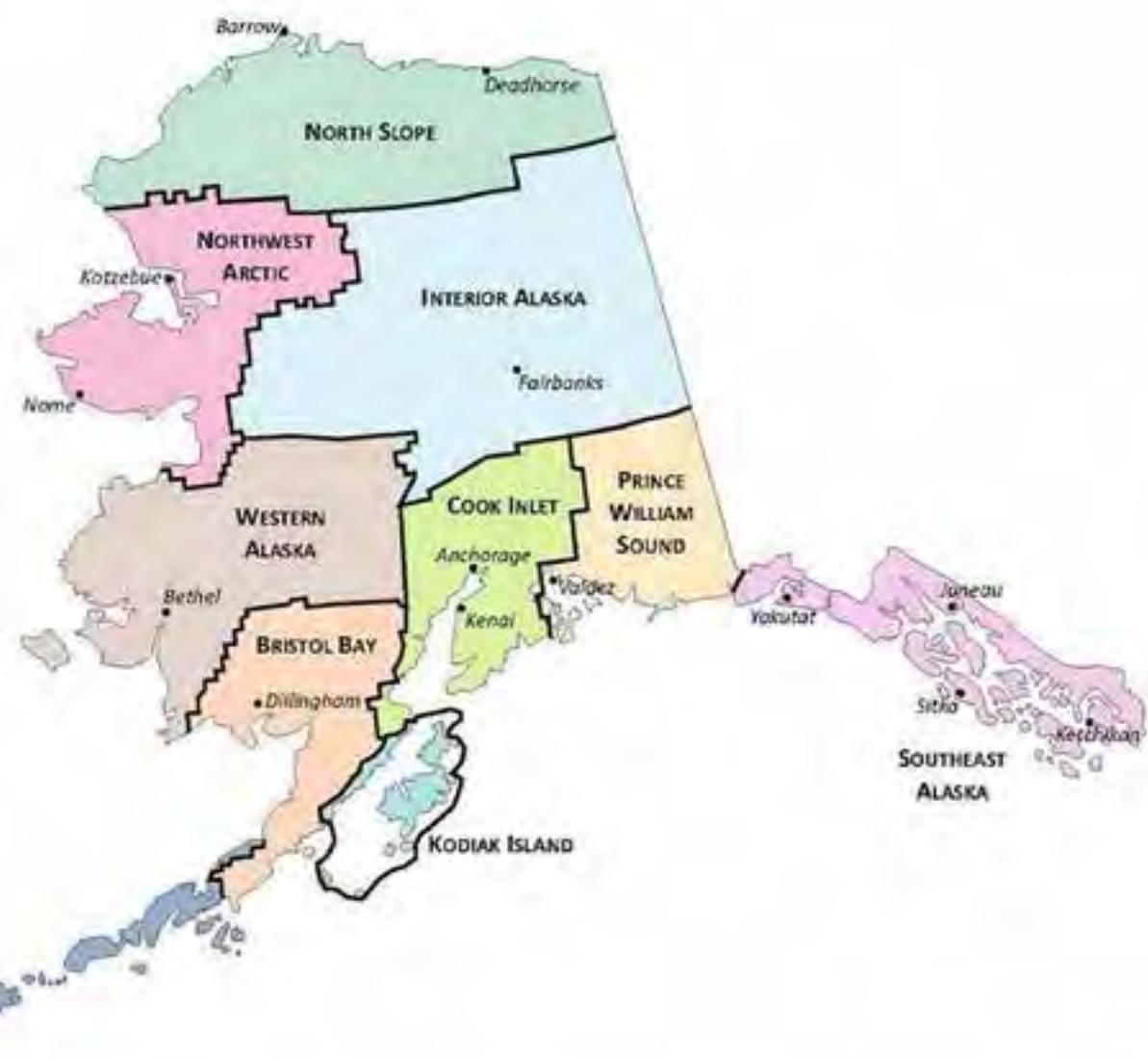
Public comments are due November 15. Please visit [www.pwsrccac.org](http://www.pwsrccac.org) for updates and links to more information as it becomes available.

### Potential new "areas"



Left: Four proposed areas would be part of new regional plan for Alaska. Below: Currently, there are ten "subarea" plans, one for each of the regions in this map. Both maps are from ADEC.

### Current "subareas"



## Tankers: Council would like to see participation in local exercises

Continued from page 1

from the ban in 1995 under President Clinton, although the oil still had to be transported by U.S.-flagged tankers. Congress lifted the export ban for the rest of the U.S. in late 2015, which the Alaska delegation sought for the past 20 years. This change also allowed foreign tankers to transport oil out of the U.S.

Both vessels are covered under BP's oil spill contingency plan. Under U.S. regulations, BP is not permitted to ship oil domestically, and has chartered with Alaska Tanker Company, an American-owned corporation, since 1999. The Alaska Department of Environmental Conservation, or ADEC, approved BP's request to add the Tianlong Spirit and Cascade Spirit to its oil spill contingency plan in July, which means these vessels can return to Prince William Sound in the future. The changes to the contingency plan did not require a public comment period.

Concerns arose when announcements were made about the tankers' planned arrivals. The council's

executive director, Donna Schantz, had several conversations with Alyeska, BP, Coast Guard, and ADEC officials about the tankers' compliance and the crew's knowledge about Prince William Sound and the Alyeska terminal before the tankers arrived.

"Since the vessel crews had no prior experience working in Prince William Sound, we worked to verify that the captains and crews understood the systems in place for escorting, ice routing, communications, and other expectations specific to operating in our waters. Another major concern was that the vessels had the appropriate equipment for emergency towing specific to Prince William Sound. We have been assured that the crews were properly trained on Prince William Sound procedures, and that they had acceptable qualifications and equipment to meet all standards," Schantz said.

"The United Nations' International Maritime Organization sets the world's standards for operation and safety of tankers," said Alan Sorum, the council's maritime operations manager. "U.S. standards are

stricter than the international standards, plus Alaska has an additional requirement for a Prince William Sound towing package."

Sorum explained that this towing package, which includes a buoy, chain, wire and line capable of towing a tanker in distress, is required by state law. The parts are all specially engineered according to the size of the vessel plus the high winds and seas often seen in Prince William Sound.

The Coast Guard the Alaska Department of Environmental Conservation performed inspections of both vessels. ADEC looked specifically at the Prince William Sound tow package and availability of oil spill response equipment on deck.

The availability of equipment and vessel crew qualifications have eased most of the concerns, but the council would still like to see these new tankers participate in a drill or towing exercise.

"That would ease concerns about lack of experience," Sorum added.

## Taylor: New staffer joins Anchorage office

Continued from page 1

communications for over 10 years. Most recently, she was the communications director for the Anchorage Economic Development Corporation, or AEDC, where she oversaw all marketing, public relations and external communications. Before that, she was the public relations coordinator for the Anchorage Animal Care and Control Center, director of development and public relations for the local nonprofit Victims for Justice, as well as community coordinator for the American Cancer Society's Alaska Division.

Taylor earned a Bachelor of Arts in Communications from the University of New Hampshire. She moved to Alaska in 2002 as an AmeriCorps volunteer.

Taylor was awarded an APR (Accredited in Public Relations) certification in 2015. This accreditation program assesses competence in 60 areas of knowledge, skills and abilities in public relations.

Taylor is the current treasurer of the Public Relations Society of America's Alaska Chapter. During the society's recent annual conference, several of Taylor's projects were honored. AEDC's "Live. Work. Play." initiative, which works to implement community improvements to make Anchorage the number one city in America received a first place Aurora Award. Three other AEDC projects received third place statewide Aurora Awards.

"I'm honored to have been chosen for this position and look forward to contributing to the important work of the council," said Taylor.

"I am excited to have Brooke join our team" said Donna Schantz, executive director of the council. "Brooke is a creative team player with an award-winning background in media and public communications. Her background, coupled with her experience in advertising, marketing strategy and public education will make her an excellent spokesperson for the organization."

Taylor's first day with the council will be September 15, and she will be based out of the council's Anchorage office.

## Council board: Executive committee re-elected, new members join council

Continued from page 2

council's annual budget and other financial matters.

"We appreciate Pat's involvement as a member of the Board and Executive Committee and are pleased that he is going to continue to be engaged as a member of the Port Operations and Vessel Traffic Systems Technical Committee," said Donna Schantz, executive director for the council. Luke Hasenbank of

Anchorage has replaced Duffy as the representative for the Alaska State Chamber of Commerce.

In addition, John Johnson from Chugach Alaska Corporation resigned this summer and was replaced Tanya Komokhuk on the board. Jim LaBelle, Jr. of Port Graham Corporation resigned prior to the May board meeting and Melvin Malchoff is set to be seated as his replacement at the September meeting.

### SUBSCRIBE TO THE OBSERVER

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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Cover photo of Cordova harbor by Linda Robinson.

### 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:

- January 19 & 20, 2017 in Anchorage
- May 4 & 5, 2017 in Valdez
- September 21 & 22, 2017 in Whittier



Regional Citizens' Advisory Council

## 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: Mikkel 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 Sughrue, 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: Wayne Donaldson - City of Kodiak

- 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
- Patience Andersen Faulkner - Cordova District Fishermen United
- Mako Haggerty - Kenai Peninsula Borough
- Luke Hasenbank - Alaska State Chamber of Commerce
- Tanya Komokhuk - Chugach Alaska Corporation
- Melvin Malchoff (pending) - Port Graham Corporation
- Dorothy Moore - City of Valdez
- Orson Smith - City of Seward
- Alisha Sughrue - City of Seldovia
- Roy Totemoff - Community of Tatitlek
- Michael Vigil - Community of Chenega Bay

### **Staff**

Donna Schantz, 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
- Brooke Taylor, Director of External Communications
- 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

3709 Spenard Road, Suite 100  
Anchorage AK 99503  
Phone: 907-277-7222  
Toll-free: 800-478-7221

Box 3089 / 130 S. Meals, Suite 202  
Valdez AK 99686  
Phone: 907-834-5000  
Toll-free: 877-478-7221

On the web: [www.pwsrccac.org](http://www.pwsrccac.org)

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