

**Prince William Sound
Regional Citizens' Advisory Council**

2014 Recertification Application

1. **Membership.** The advisory group should be broadly representative of the interests of the communities in the geographical area.

a. Membership policies, including the selection and appointment process for the advisory group, and any of its Committees, to ensure full public participation.

Membership in the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is governed by its bylaws. Member organizations are communities affected by the Exxon Valdez oil spill and interest groups with a stake in the region. Member organizations appoint individuals to represent them on the PWSRCAC Board of Directors.

Directors serve at the pleasure of the organizations they represent. The bylaws require each representative be a resident of the State of Alaska. The bylaws define an Alaska resident as a person who is physically present in Alaska, intends to remain indefinitely and make a home in Alaska, has maintained a domicile in Alaska for the 12 months immediately preceding his or her appointment to the Board, and is not claiming residency or obtaining benefits under a claim of residency in another state, territory or country.

Directors serve staggered two-year terms. There is no limit to how many terms a director may serve. When a director's term expires, the member organization submits in writing the name of the person it wishes to be seated as its representative on the board. Directors are formally seated by a vote of the directors at the annual meeting in May. When a director leaves in mid-term, the member organization may appoint a replacement to fill the unexpired term, subject to formal seating by the Board of Directors.

If a member organization resigns from PWSRCAC, applications from other organizations representing the same constituency are solicited through advertisements in newspapers in the region affected by the spill. From time to time, a new organization becomes a member of PWSRCAC. Port Graham Village Corporation joined PWSRCAC in January 2010, becoming its 19th member entity.

The following organizations hold ex-officio seats on the board of directors:

- Alaska Department of Environmental Conservation (ADEC)
- Alaska Department of Fish and Game, Division of Sport Fish
- Alaska Department of Natural Resources
- Alaska Division of Homeland Security and Emergency Management
- Bureau of Land Management

- National Oceanic and Atmospheric Administration
- Oil Spill Recovery Institute (Cordova)
- U.S. Coast Guard, Marine Safety Unit Valdez
- U.S. Department of the Interior
- U.S. Environmental Protection Agency
- U.S. Forest Service

PWSRCAC's work is assisted by five volunteer technical committees that operate with financial and staff support from PWSRCAC. Membership on these advisory committees is open to any member of the public, including PWSRCAC board members, subject to appointment by the PWSRCAC board. Committee volunteers are recruited annually or as needed by print and radio advertisements and news releases in the PWSRCAC region, as well as by notices on the PWSRCAC website.

The committees are:

- Oil Spill Prevention and Response Committee
- Scientific Advisory Committee
- Terminal Operations and Environmental Monitoring Committee
- Port Operations and Vessel Traffic Systems Committee
- Information and Education Committee

Members of the PWSRCAC board and committees are listed in the PWSRCAC annual report (*Prince William Sound Regional Citizens' Advisory Council 2012-2013 in Review*) enclosed with this application.

b. Opportunities provided for interested groups to participate. Membership should represent but not be limited to:

- (i) Local commercial fishing industry organizations whose members depend on the fisheries resource of the waters in the vicinity of the terminal facilities;
XX Yes ___ No Describe: Cordova District Fishermen United
- (ii) Aquaculture associations in the vicinity of the terminal facilities;
XX Yes ___ No Describe: Prince William Sound Aquaculture Corporation
- (iii) Alaska Native Corporations and other Alaska Native organizations whose members reside in the vicinity of the terminal facilities;
XX Yes ___ No Describe: Chugach Alaska Corporation; the predominantly Native communities of Chenega Bay and Tatitlek; six villages on Kodiak Island that are represented by the Kodiak Village Mayors' Association; and Port Graham Corporation.
- (iv) Environmental organizations whose members reside in or use the vicinity of the terminal facilities;
XX Yes ___ No Describe: The Oil Spill Region Environmental Coalition, consisting of the following members: Alaska Center for the Environment; Alaska Marine Conservation Council; Cook Inletkeeper; Kachemak Bay Conservation Society; Kodiak Audubon Society; Alaska Forum for Environmental Responsibility; National Wildlife Federation; Prince William Soundkeeper.

- (v) Recreational organizations whose members reside in or use the vicinity of the terminal facilities;
 Yes No Describe: Alaska Wilderness Recreation and Tourism Association
- (vi) The Alaska State Chamber of Commerce or other organization, representing the locally based tourist industry;
 Yes No Describe: Alaska State Chamber of Commerce
- (vii) Other.
 Yes No Describe: Kenai Peninsula Borough; Kodiak Island Borough; cities of Cordova, Valdez, Whittier, Seward, Homer, Seldovia, and Kodiak

c. The extent to which meetings are publicized in the media and are accessible to members of the general public. Describe: PWSRCAC board meetings are open to the public and include an agenda item for public comment on issues not included elsewhere on the agenda. Board meetings are publicized via news releases, advertisements in newspapers within the Exxon Valdez oil spill region, emails to various lists maintained by PWSRCAC, and by the posting of agendas and supporting materials to our website, www.pwsrcac.org. Meetings of PWSRCAC technical advisory committees are also open to the public. They are publicized by email and by the posting of agendas and supporting materials to committee websites maintained by PWSRCAC.

2. Establishing communications with industry and government. The Coast Guard will consider the means by, and the extent to which, the advisory group maintains open communications with industry and government interests (oil terminal, oil tanker, and State and Federal government representatives). In assessing the group's ability to communicate with these interests, the Coast Guard's review will include but not be limited to the following:

- a. A determination as to whether the group works with industry and government to establish and employ communications protocols for reviewing policies, projects, and release of information relating to the operation and maintenance of the oil terminal facilities and crude oil tankers which affect or may affect the environment in the vicinity of their respective terminals.
 Yes No Describe:

We strive for maximum interaction and cooperation with the industry companies and the regulatory agencies involved with marine transportation of North Slope crude oil. This is in keeping with our mandate under the Oil Pollution Act of 1990 to reduce complacency by promoting partnership in the common effort to minimize the risk of crude oil spills and improve the capability for responding to them, as well as minimize the environmental impacts of routine operations. As will be seen throughout our annual report (enclosed), we participate with industry and regulators in numerous work groups and task forces. Industry and government representatives are encouraged to attend and participate in board and committee meetings, and they are provided with agendas and background information in a timely manner. PWSRCAC routinely solicits their comments and input. As opportunities arise, we enter into memoranda of agreement or understanding with various partners in the industry or agencies for specific undertakings (although, over time we have found that many companies and agencies are reluctant to

enter into more formal communications protocols due to what we gather are constraints arising from statute, regulation, or corporate policy).

As noted, PWSRCAC's board provides ex-officio seats for various government agencies, including the Coast Guard, the EPA and the ADEC.

To promote effective communication with our chief industry contact—Alyeska Pipeline Service Co. (Alyeska)—PWSRCAC has developed standard operating procedures founded on the "no surprises" principle. Top executives of PWSRCAC and Alyeska meet biannually to discuss relations between the two organizations. Senior management at PWSRCAC and the director level executives in charge of the VMT and SERVS meet bi-weekly. The staffs interact daily.

PWSRCAC staff also interacts regularly with officials of the shipping companies operating oil tankers out of Valdez, and executives of these companies frequently visit the council's Valdez and Anchorage offices on an informal basis. Also, shipper executives regularly accept invitations to address the council at board meetings. To ensure these highly valued institutional high-level communications and contacts are not left to chance or individual priorities, a metric ensuring periodic and routine high-level meetings and communications with shipping and regulatory senior managers has been systematically incorporated into PWSRCAC management job descriptions and performance evaluations.

PWSRCAC senior management and VP level executives, as well as Coast Guard officials, meet by telephone and in person on an as needed basis to discuss issues of mutual concern throughout the year. These frequent, multi-level contacts between PWSRCAC and industry mean that each side is continuously aware of other's perspectives on a variety of issues. We expect these contacts to continue and it appears the industry also finds them of value.

PWSRCAC participates in a host of industry and/or government-sponsored group efforts, as described elsewhere in this application. The more formal groups include:

- The Valdez Marine Safety Committee, chaired by the Coast Guard
- the Non-Indigenous Species Working Group, co-chaired by PWSRCAC and U.S. Fish and Wildlife Service
- the Aquatic Nuisance Species Western Regional Panel, sponsored by U.S. Fish and Wildlife Service
- the Valdez Marine Terminal c-plan Coordination Working group, chaired by Alyeska
- the Prince William Sound Tanker C-Plan Steering Committee, co-chaired by PWSRCAC, ADEC, and the Response Planning Group, as well as associated working groups that included ANS Crude Properties Working Group led by Alaska Tanker Co.; Crucial Skimmer Performance Working Group led by Tesoro; and the Fishing Vessel Numbers in the First 72 Hours Working Group led by Polar Tankers.
- the Geographic Response Strategies working group, led by ADEC

- the Alaska Regional Response Team and related working groups, an advisory board to Federal On-Scene Coordinator led by the Coast Guard, ADEC and EPA
- the Area and Sub-Area Committees and related working groups led by the Coast Guard, ADEC, and NOAA.
- Planning Committee and ongoing partner for the Recovering the Sound project through the Chugach Children's Forest, led by Alaska Geographic Association and co-sponsored by PWSRCAC
- Alaska Forum on the Environment Planning Committee, including members from the U.S. Forest Service, the Department of the Interior, NOAA, the U.S. Coast Guard, the U.S. Fish and Wildlife Service, and many other organizations.
- Oil Simulants Workgroup, a multi-agency group chaired by NUKA Research and Planning group.

The council employs contractors in Juneau, Alaska, and Washington, D.C., to monitor legislative and administrative developments at the state and federal levels in areas of council concern. These contractors advise the council on how to respond and on occasion provide oral or written testimony on behalf of the council.

Further information on our collaboration with industry and regulators in the interest of environmental safety in Prince William Sound tanker and terminal operations is available on pages 10 and 11 of the enclosed annual report, in the discussion of Oil Spill Prevention and Response Planning.

In summary, PWSRCAC continues to pursue and, we believe, maintain and exemplify the type of relationship with industry and government envisioned in OPA 90—a cordial and constructive working relationship that also recognizes that Congress expected PWSRCAC to monitor actions being taken within its purview so as to keep Prince William Sound free of another major North Slope crude oil spill.

b. A determination as to whether the group participates in discussions with industry and government, concerning permits, plans and site-specific regulations governing the activities and actions of the terminal facilities which affect or may affect the environment in the vicinity of the terminal facilities and of crude oil tankers calling at those facilities.

Yes No Describe: This subject is discussed in detail on pages 7 and 8 of the enclosed annual report.

c. A determination regarding the extent to which the advisory group is working to build cooperation rather than confrontation with industry and government by:

- (i) Working with industry and government to develop spill prevention and contingency plans;
 Yes No Describe: This subject is discussed in detail on page 1 of the enclosed annual report (see the executive director's remarks on PWSRCAC's work in facilitating a resolution concerns with the firefighting capabilities at the Valdez Marine Terminal and garnering cooperation between Alyeska and the City of Valdez fire department). It is also addressed on page 14 of the annual report.

- (ii) Coordinating study projects, policies and legislative or regulatory recommendations;
and

XX Yes ___ No Describe: PWSRCAC's practices in this regard with respect to scientific study projects are discussed in detail in "3. Scientific work," below. More generally, PWSRCAC fosters coordination and awareness of our projects, policies, and legislative or policy recommendations through the public nature of our board and committee meetings; through the numerous workgroups and panels in which we participate; through the publication of our annual report and Observer newsletter; through the vast amounts of material available on our website; through the production of news releases, news advisories, and op-ed articles; and through the public availability of our formal comments and advice on legislative and regulatory issues.

- (iii) Keeping industry and government interests informed of its plans, findings, and recommendations.

XX Yes ___ No Describe: The processes described in 2.c.(ii) above also serve the purpose of keeping industry and government interests informed of our plans, findings, and recommendations. We regard the workgroups in which we participate and the meetings of our technical advisory committees as particularly effective tools for this purpose.

3. Scientific work. The Coast Guard will review the extent to which the advisory group coordinates its independent scientific work with the scientific work performed by or on behalf of the terminal operators and operators of the crude oil tankers in an effort to avoid unnecessary duplication, and to ensure that research and studies are relevant to issues that impact the environment in the vicinity of the terminal facilities and of crude oil tankers calling at those facilities. Describe/Examples:

PWSRCAC has established policies and practices to ensure its independent scientific work addresses environmental issues related to the Valdez marine terminal and associated tankers. Further, PWSRCAC's work is coordinated with scientific work done by others for terminal and tanker operators in order to avoid unnecessary duplication.

PWSRCAC's Scientific Advisory Committee—one of five standing technical committees—is a primary resource in this effort. Its members are selected on the basis of scientific expertise. They review proposed research projects and provide assistance and advice to other PWSRCAC committees, the PWSRCAC staff, and the board of directors on scientific methodology, data interpretation, and other subjects.

PWSRCAC maintains a database of scientific and technical experts. The database (in conjunction with newspaper and journal advertisements) is used to solicit proposals for specific studies and to select professional peer reviewers for project reports. PWSRCAC staff, committee and board members attend major conferences to maintain contact with experts in environmental science and oil-spill prevention and response, and to keep informed about current research.

The Cordova-based Oil Spill Recovery Institute has been an ex-officio member of PWSRCAC since 1997. The Institute is associated with the Prince William Sound Science Center, providing another avenue for coordination and expert oversight of PWSRCAC's scientific work. PWSRCAC regularly attends quarterly and annual meetings of the West Coast States/British Columbia Task Force and reviews scientific studies conducted by the Task Force and its members.

PWSRCAC routinely sends copies of board and committee agendas and background packets to Alyeska, regulators, and oil shippers to keep them informed about proposed and ongoing scientific work. The packets include draft copies of status and final reports for review and comment.

PWSRCAC board and committee meetings, as mentioned above, are open to the public, providing regular opportunities for interested parties to monitor and comment on research projects.

All of these efforts at inclusion and coordination are reflected in the descriptions of our activities in specific topic areas in our annual report and elsewhere in this application.

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Much of our current scientific work is described in some detail on pages 15-18 of the enclosed annual report, starting with the discussion of "Alaska North Slope Crude Oil Properties."

In addition, we are enclosing, as Attachment 1 to this questionnaire, a list of the reports produced by the council and its contractors in this recertification period, as well a list of the scientific and technical experts we've consulted.

4. Monitoring program. The Coast Guard will review the extent to which the advisory group develops and carries out an effective monitoring program, including:

a. Reviewing the operation and maintenance of terminals and tankers;
Describe/Examples:

PWSRCAC's Terminal Operations Program is intended to monitor actual and potential environmental impacts stemming from the operation of the Valdez Marine Terminal, and to review operational and maintenance practices at the facility in the interest of mitigating those impacts. Specific objectives of the Terminal Operations Program are: (1) to monitor, to develop, and to recommend PWSRCAC positions on Terminal operations issues; (2) to support maintenance and improvement of Valdez Marine Terminal (VMT) facilities; (3) to promote compliance with existing environmental regulations; and (4) to monitor enforcement of and funding for existing environmental regulations.

This program is discussed in detail in our enclosed annual report, pages 12-15.

PWSRCAC's Maritime Operations Program monitors and reviews port organizations, operations, incidents, and the vessel traffic system. It is discussed in the annual report, pages 5-6. One additional aspect of this program not covered in the annual report is our participation on the Valdez Marine Safety Committee, as discussed elsewhere in this application.

b. Monitoring cleanup drills and actual spill cleanups;
Describe/Examples:

The council devotes considerable effort to monitoring drills, exercises, and training events, as well as to the responses to actual incidents, which fortunately are relatively rare in Prince William Sound. These efforts are described in some detail on pages 7-10 of the enclosed annual report. Drill monitoring reports are prepared by staff and contractors and submitted to the PWSRCAC board for approval before general release.

In addition, one aspect of this program not covered in the annual report is worth mentioning: our regular meetings with personnel from Alyeska's Ship Escort Response Vessel System, and our review of SERVS operations.

PWSRCAC and SERVS representatives meet on a monthly basis in an effort to increase communications by providing a venue to share information, pose questions and provide or request status reports. Regular topics of discussion are the SERVS operations, maintenance and exercise schedules and PWSRCAC's schedule of events and meetings. Other agenda topics include on-going or upcoming RCAC projects involving SERVS' operations.

Council facilitation of drill monitoring platforms (observation vessels) and extensive participation in drill and exercise planning, execution and evaluation has been noted and lauded by both the USCG and the ADEC.

In 2009 PWSRCAC initiated regular communications meetings between PWSRCAC staff and ADEC representatives. These meetings were designed after the monthly communications meetings between PWSRCAC and SERVS. The goal is to hold these meetings on a bi-monthly basis, and these meetings continue today. Regular topics of discussion are to review schedules for projects, meetings, contingency plan deliverables and various events such as drills and exercises. Other agenda topics will include discussion on current issues and projects. These meetings have been effective in improving communications between the two organizations.

PWSRCAC representatives also strive to attend the monthly stakeholders' breakfast meetings sponsored by MSU Valdez. These informal gatherings are intended to provide a forum for those interested and involved in the safety and security of marine transportation in Prince William Sound to stay connected. These meetings help to establish positive relationships with each other prior to major events happening.

One additional method of communicating and cooperating within the drill area is the new initiative to create an "Incident Management for Stakeholders" seminar. This classroom based seminar was proposed as a result of what appeared to be a misunderstanding from stakeholders as to what their role within the ICS structure is. PWSRCAC worked with industry and government agencies to develop and deliver the seminar within the Exxon Valdez oil spill region. More information can be found on page 11 of the annual report.

c. Reviewing the results of oil spills in its region;

Describe/Examples: When a TAPS-related spill occurs, PWSRCAC is active in observing operations of the Incident Command System as well as cleanup activities in the spill. Reports on spills are prepared by staff and contractors and submitted to the PWSRCAC board for approval before general release. In the past year, PWSRCAC was not involved in any TAPS related spills.

d. Reviewing government and company reports;

Describe/Examples: PWSRCAC routinely reviews and analyzes industry and government reports relevant to operations in Prince William Sound, often utilizing the services of contractors with technical expertise in the subjects covered by these reports. This past year, the PWSRCAC made local officials aware of USCG R&D efforts regarding oil spill operations in ice, including a highly complementary evaluation of the same ice radar technology employed in detecting ice in the PWS shipping lanes.

e. Conducting or reviewing necessary scientific studies with or by recognized experts in the field under study.

Describe/Examples: This aspect of PWSRCAC activities is discussed in detail under "3. Scientific Work," above.

5. Efforts to prevent oil spills and to plan for responding to, containing, cleaning up, and mitigating impacts of oil spills. The Coast Guard will review the extent to which the advisory group:

a. Periodically reviews the respective oil spill prevention and contingency plans for terminal facilities and for crude oil tankers while in Prince William Sound, in light of new technological developments and changed circumstances;

Describe/Examples: The council's work in the area of oil spill prevention and response planning is described on pages 7-11 of the enclosed annual report. This year the council reviewed both the Terminal and Tanker "C"-plans as both were due for their respective 5 year renewal. The tanker plan was renewed in November 2012. The Terminal plan is pending renewal, and the PWSRCAC will be diligently monitoring ADEC and Alyeska efforts during the remainder of that process.

b. Monitors periodic drills and testing of the oil spill contingency plans for the terminal facilities and for crude oil tankers while in Prince William Sound;

Describe/Examples: The council devotes considerable effort to monitoring drills, exercises, and training events, as well as to the responses to actual incidents, which fortunately are relatively rare in Prince William Sound. These efforts are described in detail on page 9 of the enclosed annual report.

c. Studies wind and water currents and other environmental factors in the vicinity of the terminal facilities which may affect the ability to prevent, respond to, contain, and clean up an oil spill;

Describe/Examples: PWSRCAC's work in this area is described on pages 5-6 of the enclosed annual report, and within the executive directors comments on page 2 concerning weather buoys.

d. Identifies highly sensitive areas which may require special protection in the event of a spill in Prince William Sound;

Describe/Examples: PWSRCAC's work in this area is described on page 8 of the annual report, under "Geographic Response Strategies."

e. Periodically reviews port organization, operations, incidents and the adequacy and maintenance of vessel traffic service systems designed to assure safe transit of crude oil tankers pertinent to terminal operations;

Describe/Examples:

PWSRCAC personnel monitor maritime operations and, in conjunction with the PWSRCAC Port Operations and Vessel Traffic Systems Committee, analyze issues and make recommendations for improving the navigational safety of TAPS tankers and escort vessels. These activities are carried out by routine tracking of vessel traffic with the assistance of an Automatic Information System in the council's Valdez office; recording delays, incidents, near misses and atypical situations; reviewing proposed rules, regulations, and Coast Guard guidelines, including suggesting the adoption of industry or regulatory best practices where such would improve the prevention of, or

capability to respond to, accidents or spills; and maintaining a working relationship with shippers, SERVS, the Southwest Alaska Pilots' Association, ADEC, and the U.S. Coast Guard. In addition, as described on pages 7-8 of our enclosed annual report, PWSRCAC reviews and comments on state and federal oil spill prevention and response plans, often including recommendations regarding port operations and safety systems.

Of particular note in the current recertification year was the inclusion of the continued requirement of double escorts for all laden oil tankers in the USCG's final rule making, including double-hull tankers, in Prince William Sound, whether outbound for sea, or on an inbound journey. We believe it will do much to ensure that the marine oil transportation system in the Sound will remain a model of environmental safety and responsibility for the rest of the world.

f. Periodically reviews the standards for tankers bound for, loading at, exiting from, or otherwise using the terminal facilities.

Describe/Examples: We provide comments when individual oil-shipper contingency plans are renewed every five years and on plan amendments proposed by the shippers between formal renewals. This year included the 5 year renewal. In addition, we review more specific issues from time to time, such as emission standards for tankers and corrosion inspections. Additionally, the council has long been active on the issue of reducing the risk of tanker-related invasions of Prince William Sound by non-indigenous species, including reviewing and commenting on relevant regulation and legislation at the state and federal levels.

The council has actively and consistently advocated for regulatory and industry adoption of international best practice standards for ballast water (non-indigenous) species management, air emissions standards, tanker-tug escort standards, and also terminal permitted discharge and piping and tank inspection standards.

g. Reports findings to local industry, and to responsible State and Federal officials.

Describe/Examples:

The Maritime Operations Program monitors and reviews port organizations, operations, incidents, and the vessel traffic system, interacting continuously with industry and regulators to share PWSRCAC findings, concerns, and issues

One aspect of the program not covered in the annual report is our participation on the Valdez Marine Safety Committee, which is discussed elsewhere in this application.

6. Funding. The Coast Guard will determine whether the advisory group has entered into a contract for funding in accordance with the requirements of 33 U.S.C. 2732(o) and will review the advisory group's expenditure of those funds.

Yes No

Describe: PWSRCAC's primary funding source is a long-term contract with Alyeska. It provides approximately \$3.8 million per year at present. PWSRCAC also receives money from other sources for various projects. For example, in the current budget year, we are slated to receive \$20,000 for work on making available through the University of Alaska on line library, recordings and other information from original research conducted by PWSRCAC staff for the book entitled "The Spill". Enclosed on CD-ROM are copies of our Alyeska contract, including the most recent three-year funding addendum.

Expenditures of funds may be made only on those projects or activities that foster the goals and purposes of the Act. Projects or activities may include those that develop information based on sound scientific and engineering principles that the community can use to improve its ability to prevent or respond to oil spills, or to expand the knowledge base of environmental information related to terminal or tanker operation. The Coast Guard will review the purpose and impact of each project or activity to determine whether:

a. Expenditures and controls are carried out in a manner consistent with sound business practices;

Yes No Describe: A copy of our most recent financial audit is enclosed on CD-ROM.

b. Expenditures are reasonably related to the prevention or response to oil spills from tanker or terminal operations, including environmental information, in the advisory group's area of responsibility.

Yes No Describe:

PWSRCAC continuously monitors expenditures to ensure compliance with the Alyeska funding contract and with the requirement of the Oil Pollution Act of 1990.

PWSRCAC is allowed to conduct activities outside the scope of its Alyeska contract and of the Oil Pollution Act of 1990 as long as Alyeska funds are not used and the organization continues to meet its obligations under the Act. We do occasionally conduct such activities with grant funds from outside sources. Such activities are normally closely related to activities already being conducted with Alyeska funds and pursuant to the Act. An example is our grant from the University of Alaska to digitize recordings used in the formation of "The Spill".

7. Accessibility of Application. The Coast Guard's review will include an examination of the extent to which the advisory group provided notification to the public via local press releases that it has applied for certification and, the extent to which the advisory group has ensured that the application is accessible for public review.

Describe:

PWSRCAC 2014 Recertification Application

PWSRCAC will inform the public of its recertification application through news releases (see Attachment 2) and via notifications to recipients on various PWSRCAC email lists. Copies of the application will be available on the council website and free in printed form by request to the PWSRCAC offices in Anchorage and Valdez.

Attachment 1

Supplement to Item 3, "Scientific Work"
PWSRCAC Recertification Questionnaire
Dec. 5, 2013

Summary of Reports Produced and Experts Consulted

Reports produced

Status of Contaminated Sites at Valdez Marine Terminal

Harvey Consulting LLC, June 2012. This report was reviewed internally and shared with Alyeska.

Long Term Environmental Monitoring Program Interim 2008-2013 LTEMP Monitoring Report

Payne Environmental Consultants, Inc., James Payne, Ph.D., William Driskell, Jeffry Short, Ph.D. and Marie Larsen, February 2010. PWSRCAC's Long Term Environmental Monitoring program is reviewed on a semi-regular basis, with the last review occurring in 2010. The next review and report are scheduled to occur in 2014.

Monitoring Invasive Species: How Much Do We Spend?

Alaska Sea Life Center, July 2012. No formal outside peer review was conducted. Report published in the peer reviewed journal "Arctic".

Quantitative Survey of Nonindigenous Species (NIS) in Prince William Sound

Smithsonian Environmental Research Center, July 2012. Peer review pending publication.

Assessment of Fire Protection Assets at VMT

Haines Fire & Risk Consulting, November 2012. Reviewed by City of Valdez, Alyeska and VMT firefighting personnel.

Wave-Induced Delays in Cargo Transfer at Valdez Marine Terminal – Berth 4

University of Alaska Anchorage, School of Engineering, December 2012. No outside peer review was conducted.

Dispersed Oil Effects on Zooplankton

Richard Lee of the Skidaway Institute of Oceanography, January, 2013. Internal peer review by the Scientific Advisory Committee

Toxicity Effects of Dispersed Alaska North Slope Oil on Fish

Centre for Offshore Oil, Gas and Energy Research (COOGER), March 2013. Internal peer review by the Scientific Advisory Committee, as well as numerous peer reviewed articles as listed in this report.

Scientific experts, universities and scientific institutions consulted

Alaska Ocean Observing System

Molly McCammon
Anchorage, Alaska

Alaska SeaLife Center

Howard Ferren
Tara Riemer Jones, Ph.D.
Seward, Alaska 99664

Alpha Analytical Woods Hole Laboratory

Elizabeth Porta
Mansfield, Massachusetts

California State Lands Commission

Maurya Faulkner
Chris Scianni
Long Beach, California

Centre for Offshore Oil, Gas and Energy Research (COOGER)

Dr. Kenneth Lee
Bedford Institute of Oceanography
Department of Fisheries and Oceans
Dartmouth, Nova Scotia, Canada

Center for Cold Ocean Resource Engineer (C-CORE)

Des Power
St. Johns, New Foundland, Canada

William B. Driskell

Seattle, Washington

Merv Fingas, Ph.D.

Spill Science
Edmonton, Alberta, Canada

Harvey Consulting, LLC

Susan Harvey
Eagle River, Alaska

Hisey & Associates, LLC

Dan Hisey
Bellingham

Micro Specialties, Inc.

Richard M. Brown
Wasilla, Alaska

NOAA/NMFS Auke Bay Laboratory

Jeffrey W. Short, Ph.D.
Marie L. Larsen
Juneau, Alaska

Nuka Research & Planning Group, LLC.

Tim Robertson
Elise DeCola
Seldovia, Alaska

Payne Environmental Consultants, Inc.

James R. Payne, Ph.D.
Encinitas, California

Prince William Sound Science Center

Scott Pegau, Ph.D.
Cordova, Alaska

University of Washington

School of Aquatic and Fishery Science
Jeffery Cordell, Ph.D.
Elizabeth Sosik
Seattle, Washington

Attachment 2

News Release
PWSRCAC Recertification Questionnaire
Dec. 6, 2013

Prince William Sound Regional Citizens' Advisory Council

3709 Spenard Road, Suite 100
Anchorage Alaska 99503
907-277-7222/Fax: 907-277-4523

130 S. Meals, Suite 202 /P.O. Box 3089
Valdez, Alaska 99686
907-834-5000/Fax: 907-835-5926

NEWS RELEASE

DATE

Contact: Steve Rothchild
Administrative Deputy Director
907-273-6230

Recertification application available for public review

The Prince William Sound Regional Citizens' Advisory Council is seeking recertification as the alternative voluntary advisory group for Prince William Sound, as authorized under the Oil Pollution Act of 1990 (OPA 90). The application has been submitted to the U.S. Coast Guard, which is charged with assessing whether the council fosters the general goals and purposes of OPA 90 and is broadly representative of communities and interests as envisioned under OPA 90.

The recertification application is available for public review on the council's website at www.pwsrcac.org. To obtain a printed copy, contact the Prince William Sound Regional Citizens' Advisory Council, 3709 Spenard Road, Suite 100, Anchorage, Alaska 99503. Call (907) 277-7222 or toll-free (800) 478-7221.

Comments on the application should be sent to:

Commander, 17th Coast Guard District (Dp)
PO Box 25517
Juneau AK 99802

Attn: LT Tomas Pauser
Inspections & Investigations

-30-