



November 23, 2022

[www.pwsrcac.org](http://www.pwsrcac.org)

Citizens promoting the environmentally safe operation of the Alyeska terminal and associated tankers.

**Members:**

Alaska State Chamber of Commerce  
Chugach Alaska Corporation  
City of Cordova  
City of Homer  
City of Kodiak  
City of Seldovia  
City of Seward  
City of Valdez  
City of Whittier  
Community of Chenega  
Community of Tatitlek  
Cordova District Fishermen United  
Kenai Peninsula Borough  
Kodiak Island Borough  
Kodiak Village Mayors Association  
Oil Spill Region Environmental Coalition  
Port Graham Corporation  
Prince William Sound Aquaculture Corporation

Commander, 17th Coast Guard District (dpi)  
PO Box 25517  
Juneau AK 99802  
Attn: LT Ben Bauman

Dear Sir:

Please find enclosed the Prince William Sound Regional Citizens' Advisory Council's application for recertification as the alternative voluntary advisory group for Prince William Sound, per Sec. 5002 (o) of the Oil Pollution Act of 1990.

In accordance with procedures developed during the 2014 comprehensive recertification, this application is based on a questionnaire developed by the U.S. Coast Guard for the recertification process. The current package includes the following:

- Completed questionnaire using the form provided by U.S. Coast Guard
- Annual report of the Prince William Sound Regional Citizens' Advisory Council
- Draft news release on the availability of our application for review and comment
- Additional materials: the Council's budget and five-year Long-Range Plan; most recent financial audit; and funding contract and most recent contract addendum with Alyeska Pipeline Service Co.

As discussed previously with the U.S. Coast Guard, we have again attempted to make this application both smaller and easier to review, such as referring the reviewer to our annual report where it covers additional information. If you need anything further, please contact Brooke Taylor in our Anchorage office or me in our Valdez office.

**Anchorage**

3709 Spenard Rd, Ste 100  
Anchorage, AK 99503  
O: (907) 277-7222  
(800) 478-7221

Sincerely,

Donna Schantz  
Executive Director

**Valdez**

P.O. Box 3089  
130 S. Meals, Ste 202  
Valdez, AK 99686  
O: (907) 834-5000  
(877) 478-7221

cc: Andres Morales, Alyeska Pipeline Service Co.  
PWSRCAC Board of Directors

*This page intentionally left blank.*

**Prince William Sound  
Regional Citizens' Advisory Council  
2022 Recertification Evaluation  
OPA 90, Section 5002 (d)**

**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 or the Council) 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 and serve at the pleasure of the organization.

The bylaws require each representative be a resident of the State of Alaska. 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 Board of 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.

The following organizations hold ex officio seats as non-voting members of the Board of Directors:

- Alaska Department of Environmental Conservation (ADEC)
- Alaska Department of Fish and Game, Habitat Division (ADFG)
- Alaska Department of Natural Resources (ADNR)
- Bureau of Land Management (BLM)
- National Oceanic and Atmospheric Administration (NOAA)
- Oil Spill Recovery Institute (OSRI)
- U.S. Coast Guard, Marine Safety Unit Valdez (USCG)
- U.S. Department of the Interior (DOI)
- U.S. Division of Homeland Security & Emergency Management, Alaska Department of Military and Veterans Affairs
- U.S. Environmental Protection Agency (EPA)
- U.S. Forest Service (USFS)

PWSRCAC's work is assisted by five volunteer technical committees which 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.

The committees are:

- Oil Spill Prevention and Response Committee (OSPR)
- Scientific Advisory Committee (SAC)
- Terminal Operations and Environmental Monitoring Committee (TOEM)
- Port Operations and Vessel Traffic Systems Committee (POVTS)
- Information and Education Committee (IEC)

Members of the PWSRCAC Board and committees are listed in the PWSRCAC annual report ("Prince William Sound Regional Citizens' Advisory Council 2021-2022 Year in Review," pages 17-18) enclosed with this application.

PWSRCAC works to ensure that representative communities and interest groups are well informed of our work. During the period of 2020-2022, in-person outreach in communities was severely limited. PWSRCAC worked creatively to support virtual and community outreach presentations, public receptions, youth education, workshops, and meetings in the Exxon Valdez oil spill region (see pages 15-16 of the annual report).

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;  
 Yes  No Describe: Cordova District Fishermen United
- (ii) Aquaculture associations in the vicinity of the terminal facilities;  
 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;  
 Yes  No Describe: Chugach Alaska Corporation; Chenega Corporation and Chenega IRA Council; the predominantly Native communities of Chenega and Tatitlek (including their corporations and IRA councils); 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;  
 Yes  No Describe: The Oil Spill Region Environmental Coalition, consisting of the following members: The Alaska Center; Alaska Marine Conservation Council; Cook Inletkeeper; Copper River Watershed Project; Kachemak Bay Conservation Society; Kodiak Audubon Society.
- (v) Recreational organizations whose members reside in or use the vicinity of the terminal facilities;  
 Yes  No Describe: Since the 2014 Recertification, our former recreation organization, Alaska Wilderness Recreation and Tourism Association, closed its

doors. While we don't have an organization currently filling a recreation seat, we are meeting this objective with recreation interests represented through the Municipalities participating on our Board, as well as individual Board members that bring strong recreation focus through their professions.

- (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. Board meetings are publicized via news releases, advertisements, community calendar postings 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](http://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. Prior to the start of the pandemic our Board and committee meetings always included a call-in option for those not able to participate in person; since 2020 we have implemented Zoom teleconferencing for all public meetings.

- 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 Alaska North Slope crude oil. This is in keeping with our mandate under the Oil Pollution Act of 1990 (OPA 90) to reduce complacency by promoting partnerships in the common effort to minimize the risk of crude oil spills, improve the capability for responding

to spills, and minimize the environmental impacts of routine operations. We participate with industry and regulators in numerous work groups and task forces, encourage industry and government representatives to attend and participate in our Board and committee meetings, and routinely solicit their comments and input.

As noted, PWSRCAC's Board provides ex officio seats for various government agencies, including the USCG, EPA, ADEC, BLM, NOAA, and more. PWSRCAC also communicates with government agencies through a number of formal and semi-formal meetings. Many state and local government staff, as well as Prince William Sound (PWS) Shippers, Southwest Alaska Pilots Association, and Alyeska Pipeline Service Company (Alyeska) employees attend PWSRCAC's tri-annual Board meetings. Staff from the USCG, BLM, ADEC, PWS Shippers, as well as Alyeska, regularly attend meetings of PWSRCAC's technical committees to discuss terminal and tanker related policies, projects, operational and maintenance information. PWSRCAC staff strives to attend stakeholder breakfasts hosted by USCG Marine Safety Unit (MSU) Valdez, where representatives from both state and federal agencies, as well as industry representatives including Alyeska, are in attendance.

Staff attend monthly meetings with ADEC and continue to meet monthly with Alyeska's Ship Escort Response Vessel System (SERVS) personnel to discuss operations, contingency planning issues, and projects of mutual interest.

Top executives of PWSRCAC and Alyeska meet monthly to discuss issues of mutual interest, and the staff interact regularly. Working with the designated Alyeska liaison, PWSRCAC requests, receives, and discusses Valdez Marine Terminal (VMT) operations and maintenance information. Through this line of communication with Alyeska, PWSRCAC remains apprised of both routine and emergent operational and maintenance issues, as well as terminal project related information.

PWSRCAC staff interacts regularly with officials of the shipping companies operating oil tankers out of Valdez, and executives of these companies visit PWSRCAC's Valdez and Anchorage offices on an informal basis. Also, shipper executives regularly accept invitations to address PWSRCAC at Board meetings. Additionally, since 2021, PWSRCAC staff meet monthly with Marathon Petroleum Company to discuss issues of mutual interest and concern.

PWSRCAC continues to attend and participate in quarterly VMT Coordination workgroup meetings with invitees including BLM, EPA, ADEC, USCG, Alyeska, and SERVS. The purpose of this workgroup is to provide an open forum for communication on contingency planning. The goal is to achieve a continuous improvement process to maximize contingency plan effectiveness.

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

- Alaska Forum on the Environment's Oil Spill Sessions Planning Committee, including EPA, DOI, and ADEC
- PWS Natural History Symposium, including U.S. Forest Service, Alaska State Parks, and Alaska Native organizations
- Alaska Regional Response Team (ARRT) and related working groups, an advisory board to the Federal On-Scene Coordinator led by the USCG, ADEC, and EPA
- Arctic and Western Alaska Area Committee including administration, external communications, exercise and training, and geographic response strategies (GRS) subcommittees. Members include USCG, ADEC, EPA, NOAA, Bureau of Safety and Environmental Enforcement (BSEE), Alaska Department of Fish and Game (ADFG), DOI, and Cook Inlet Regional Citizens Advisory Council (CIRCAC)
- PWS Area Committee including the administration subcommittee. Members include USCG, ADEC, ADFG, and OSRI
- OSRI Board of Directors and Scientific-Technical Committee
- Pacific States/British Columbia Oil Spill Task Force, including ADEC, USCG, NOAA, CIRCAC, and many other state, provincial, U.S. federal, Canadian federal, Native and First Nation tribal governments, industry, and NGOs
- Valdez Marine Safety Committee, chaired by the USCG

These frequent, multi-level contacts between PWSRCAC, industry, and regulators ensure each side is made aware of other's perspectives on a variety of issues. We expect these communications to continue and it appears industry also finds them valuable.

PWSRCAC 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 PWSRCAC on how to respond and provide oral or written testimony on behalf of the Council on occasion.

In conjunction with our legislative monitors, PWSRCAC has continued to support the creation of an Alaska non-indigenous species coordinator group from existing state personnel and other relevant stakeholders, including industry. At the federal level, the Council has worked with the Alaska Congressional Delegation to ensure the Vessel Incidental Discharge Act does not include an exemption from EPA and USCG ballast water regulations for oil tankers serving Valdez and travelling between Valdez and other U.S. West Coast ports. Other work with the Delegation has included draft legislation to reauthorize the financing rate for the Oil Spill Liability Trust Fund (OSLTF). The proposed legislation, that has since expired, contained provisions that would ensure the long-term sustainability of the Fund, and expand its utility to include research grants and prevention programs. PWSRCAC staff and legislative monitors continue to work with Alaska Delegation staff to support an OSLTF bill in the future. PWSRCAC also worked with the Alaska Delegation and their staff to provide recommended revisions to Western Alaska/Alternative Planning

Criteria language written into the Congressman Don Young Coast Guard Authorization Act of 2022.

Informing and advising both the Alaska State Legislature and the Alaska Congressional Delegation has become more urgent over the past three years, in particular regarding potential impacts of continued regulation rollbacks and agency budget cuts on oil spill prevention and response. PWSRCAC recognizes the importance of strong regulations and adequate government funding and oversight in order to prevent spills, and make sure there is an adequate response system in place should prevention measures fail. The Council wants to ensure that regulators and industry avert the complacency that Congress determined was a major contributing factor in the 1989 Exxon Valdez oil spill.

In summary, PWSRCAC continues to pursue and maintain the type of collaborative relationship with industry and government envisioned in OPA 90.

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:

PWSRCAC tracks and reviews state and federal site-specific regulations. This is done by monitoring updates proposed, under review, and made in the Federal Register and Alaska regulations. As a part of this process, PWSRCAC periodically discusses the applicability, interpretation, and enforcement of these regulations with industry and regulatory agencies through individual and committee meetings, and through regulatory processes such as informal reviews.

PWSRCAC has routinely provided public outreach in multiple Exxon Valdez oil spill region communities on several issues, such as public engagement on ADEC proposed regulation changes; future research needs into the impact of oil spills on food security; the use of chemical dispersants; sharing resources related to the Regional Stakeholder Committee; and the SERVS program.

In 2019, the Council asked ADEC to take steps to ensure the secondary containment liner around crude oil storage tanks at the VMT would prevent water contamination. This request came after investigations from 2014-2017 showed that there were holes in the liner indicating it may not serve as intended if a spill occurred from one of the tanks. While ADEC has been the lead agency with regard to the secondary containment liner, there are both state and federal regulations (BLM and EPA) governing liner requirements at the VMT. From 2019 through May 2022, the Council had discussions with ADEC and Alyeska regarding how to resolve the Council's concerns about the integrity of the liner. In December 2021, ADEC issued a decision regarding how Alyeska must address concerns. In January 2022, the Council and



Alyeska both filed administrative appeals of ADEC's decision. In May 2022, ADEC issued a revised decision detailing how Alyeska must ensure the liner will adequately contain a spill, and Alyeska is working to meet ADEC's requirements. The Council is conducting and sponsoring research to support ADEC and Alyeska's efforts to ensure liner integrity, including developing a liner leak model and report. Additionally, the Council contracted with geotechnical engineering expert Dr. Craig H. Benson to identify non-destructive methods to evaluate the secondary containment liner and determine how much liner should be tested in order to have confidence in the results (more information on pages 6-7 of 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:

PWSRCAC has continued its long participation in the development of both the terminal and tanker contingency plans. This work is performed with regulatory and industry stakeholders through regular meetings of the VMT Coordination Workgroup and internally through PWSRCAC's Contingency Plan Project Team. Since 2019, PWSRCAC has provided extensive comments on: renewal of the contingency plans covering the VMT and the PWS tankers; the Arctic and Western Alaska contingency plan; Alaska area planning structure on spill prevention and response; State of Alaska regulatory changes; and dispersant use avoidance areas to the ARRT (see pages 9-10, and 16 of the annual report).

During this application period, the Council has worked to advocate for and support state legislation that would provide sustainable funding for ADEC's Division of Spill Prevention and Response (see page 10 of the annual report).

PWSRCAC continues to partner with Alyeska/SERVS staff to share the fishing vessel program's annual oil spill training with local citizens, a program that started in 2016. After a hiatus due to the pandemic, PWSRCAC chartered a passenger vessel in Seward in 2022 to take local community members to observe and learn about SERVS' oil spill training for local fishermen and mariners.

PWSRCAC staff also participate in the Arctic and Western Alaska Area Committee, PWS Area Committee, and Inland Area Committee to establish stronger outreach and community engagement plans.

In 2021, the Council created web-friendly materials to support a Regional Stakeholder Committee (RSC), which is unique to Alaska. During a large spill, the Unified Command may set up this committee and invite groups affected by the

incident to participate. RSC members get an opportunity to meet with the response decision-makers to discuss local concerns and help identify resources that could be useful to the response. The materials and associated toolkit were developed to help make the process more consistent and productive, and are available on PWSRCAC's website. Council is also currently engaged with an ARRT initiated taskforce to address RCS policy and construct a similar job aid.

- (ii) Coordinating study projects, policies and legislative or regulatory recommendations; and  
 Yes  No Describe:

PWSRCAC's practices with respect to scientific study projects are discussed in detail in "3. Scientific work." More generally, PWSRCAC fosters coordination and awareness of our projects, policies, and legislative or policy recommendations through our public Board and committee meetings; numerous workgroups and panels in which we participate; publication of our annual report and Observer newsletter; the vast material available on our website; production of news releases and op-ed articles; and public availability of our formal comments and advice on legislative and regulatory issues.

PWSRCAC attends the ARRT bi-annual meetings, and in 2021 commented on the update to the Alaska Regional Contingency Plan. For the Arctic and Western Alaska Area Committee, PWSRCAC participates in the Area Committee, Administration Subcommittee, Exercise and Training Subcommittee, Geographic Response Strategy (GRS) Subcommittee, and External Communication Subcommittee, regularly attending and providing feedback at meetings. PWSRCAC has provided both formal and informal comments on updates to the area contingency plan covering Arctic and Western Alaska. The Council's participation in the PWS Area Committee includes formal and informal comments on the PWS Contingency Plan and attending Administration Subcommittee and Area Committee meetings. Lastly, PWSRCAC has commented on updates to the Inland Alaska Area Contingency Plan.

In 2019, ADEC conducted a public scoping process to review contingency planning regulations and statutes. Based on feedback from the public scoping, ADEC solicited comments in 2021 on actual proposed changes to Alaska contingency plan regulations, with PWSRCAC providing comments on proposed changes.

PWSRCAC continues to maintain weather buoys, deployed in 2019, at two locations in Port Valdez: near the Alyeska VMT and the Valdez Duck Flats. This effort is made possible by partnerships with Alyeska, the Prince William Sound Science Center (PWSSC), and the City of Valdez. These buoys measure ocean currents, wind, and waves among other factors. The Council works with the Alaska Ocean Observing System and the National Oceanic and Atmospheric

Administration's PORTS® (Physical Oceanographic Real Time System) to share the data. While it is too early to confirm weather patterns, there is enough data available to begin analyzing trends (more information on page 5 of the annual report).

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

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.

The Council has produced several findings and recommendations pertaining to maintaining the integrity of crude oil piping and storage tanks at the VMT and have shared them with industry and government stakeholders. During the May 2021 Board of Director's meeting, Council contractor National Pipeline Services presented their report titled "Review of Cathodic Protection Systems at the Valdez Marine Terminal" that included findings and recommendations meant to promote the integrity of crude oil piping at the facility. Also, during the May 2021 meeting, Council contractor Taku Engineering presented their report titled "Crude Oil Storage Tank 8 Maintenance Review" which included findings and recommendations to promote the integrity of crude oil storage Tank 8 and other storage tanks at the facility. Representatives from industry (e.g., Alyeska and TAPS shippers) and government organizations (e.g., ADEC, BLM, USCG, EPA) were present at that May 2021 Board of Directors meeting.

In June 2021, the Council wrote Alyeska two letters, one formally transmitting the final report, findings, and recommendations from the National Pipeline Services work, and the other detailing the Taku Engineering work. Representatives from ADEC and Pipeline and Hazardous Materials Safety Administration (PHMSA) were copied on the transmittal of those letters, reports, and associated findings and recommendations. It is a common practice of the Council to first present information during its Board of Directors meetings, and then send letters with attached reports to industry and government stakeholders to promote findings and recommendations related to the maintenance of the VMT.

- 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 VMT and associated tankers. Further, the Council's work is coordinated with scientific work done by others for terminal and tanker operators in order to avoid unnecessary duplication.

To coordinate its independent science and ensure the work remains relevant to the operation of the terminal and tankers, the Council committees follow a documented, well-developed process to plan and execute scientific projects. The planning process entails annual evaluation of the merits and relevancy of both ongoing and new projects. The Council annually solicits project proposals related to relevant science within our region from partner organizations and the public. Recent projects have included continuation of long-term hydrocarbon monitoring in water and sediments near the VMT; assessing health and recovery of wildlife injured during the Exxon Valdez oil spill such as forage fish and marine birds; tracking and making publicly available weather conditions which affect tanker operations; monitoring for marine invasive species that may be delivered by tankers; and maintaining a comprehensive database of peer-reviewed literature on chemical dispersants.

PWSRCAC routinely distributes copies of Board and committee agendas and background packets to Alyeska, regulators, and oil shippers to keep them informed of proposed and ongoing scientific work, including status updates and draft reports for review and comment. PWSRCAC Board and committee meetings are open to the public, providing regular opportunities for any interested parties to monitor and comment on research projects. PWSRCAC staff, committee, and Board members regularly attend major conferences to maintain contact with experts in environmental science and oil spill prevention and response, and to keep informed about current research.

An outstanding example of ongoing scientific work conducted by the Council and coordinated with industry and regulatory stakeholders is the Long-Term Environmental Monitoring Program (LTEMP). The program has been occurring from 1993 through present day. The goal of LTEMP is to monitor for oil pollution associated with the operation of the VMT and associated tankers. LTEMP includes the collection and analysis of environmental samples from blue mussels, marine sediments, and passive sampling devices. Collecting these samples would not be possible without coordination with and cooperation from Alyeska as well as state and federal regulators, such as USCG and ADFG.

More recent scientific work has also depended on coordination and cooperation between the Council, Alyeska, and state and federal agencies. In April 2020, there was an oil spill from the VMT that reached the marine waters of Port Valdez. In order to monitor the environmental impacts from that spill, the Council used traditional LTEMP methods in conjunction with a newer method to monitor spill impacts called transcriptomics. Transcriptomics involves measuring how an

organism responds genetically to environmental stressors such as an oil spill. The Council worked with researchers to analyze mussel samples to see how they were responding to the oil spill. The Council relied heavily on assistance from Alyeska to safely access sites near the oil spill to collect mussels and worked with representatives from USCG and ADFG to retrieve samples. The April 2020 oil spill transcriptomics monitoring and research work began shortly after the spill occurred and continues in 2022.

The Council has conducted extensive monitoring for marine invasive species which could have been introduced from the operation of the VMT and associated tankers for decades. Annually, the Council works with Alyeska, ADFG, local harbor masters, and community partners to deploy Fukui traps and settlement plates that monitor for the presence of European Green Crab, tunicates, and other invasive species. In 2021, the Council expanded its invasive species research by collecting hundreds of plankton samples at three locations in Port Valdez including the Valdez small boat harbor, Valdez Container Terminal, and VMT. The purpose of the plankton collections was to improve the Council's sampling strategy for invasive species and to examine the diversity of species in the samples. The effort would not have been possible without cooperation from Alyeska, the City of Valdez, and ADFG.

The Cordova-based OSRI has been an ex officio member of PWSRCAC since 1997. OSRI is associated with the PWSSC, providing another avenue for coordination and expert oversight of PWSRCAC's scientific work.

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

Through the TOEM Committee, PWSRCAC reviews the operation and maintenance of the VMT in the interest of mitigating its environmental impacts. PWSRCAC monitors a variety of operations-related metrics (e.g., spill reports, water and air quality data) and reviews Alyeska reports (e.g., their annual facility integrity report) concerning terminal maintenance and environmental impacts. Additionally, the committee monitors and reviews Alyeska projects to maintain, repair, or replace VMT assets used in prevention or mitigation of the effects of an oil spill. During their public meetings, the TOEM Committee and Alyeska discuss terminal-related operational and maintenance issues. As needed, the TOEM Committee initiates

projects with recognized expert contractors to further review and analyze specific terminal operations and maintenance practices. For example, in 2021 and 2022 the Committee conducted a project to review new designs developed by Alyeska to replace crude oil storage Tank 8's steel floor and buried cathodic protection system in 2023. The review found the new floor design was in alignment with industry best practices, but the new cathodic protection system design could be improved with several changes (more information on page 6 of the annual report).

The Council has been monitoring efforts to address the substantial tank vent damage that occurred at the Valdez Marine Terminal in February and March 2022, and the subsequent work by Alyeska and state and federal regulators to investigate this incident, repair the vents, and prevent a reoccurrence.

Following the tank vent damage situation, the Council was approached by concerned Alyeska employees about system integrity and safety culture issues at the terminal. The Council has retained Billie Garde as a consultant, to validate any issues brought to the Council by concerned employees in a technically sound manner and provide recommendations such that any validated issues that appear to be of substantial consequence can be remediated. Council management has been keeping Alyeska apprised on this work since it was initiated.

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

PWSRCAC devotes considerable effort to monitoring drills, exercises, and training events, and responses to actual incidents. These efforts are described in some detail on pages 11-12 of the annual report. Staff often participate as a member of drill planning teams along with ADEC, USCG, and industry. Drill monitoring reports are prepared by staff and contractors and submitted to the OSPR Committee for acceptance. An annual drill monitoring report is submitted to the PWSRCAC Board for approval before general release (see Attachment 1, Scientific Work).

In addition, PWSRCAC has a standing monthly meeting with personnel from Alyeska/SERVS and reviews SERVS operations. This meeting increases communications, and provides a venue to share information, pose questions, and provide or request status reports. Regular topics of discussion include SERVS' operations, maintenance and exercise schedules, and PWSRCAC's schedule of events and meetings. Other agenda topics include ongoing or upcoming PWSRCAC projects involving SERVS' operations.

PWSRCAC also conducts regular communications meeting with ADEC representatives. Topics of discussion include the review of schedules for projects, meetings, contingency plan deliverables, and events such as drills and exercises. Other agenda topics include discussion of current issues and projects. These meetings have been effective in improving communication between the Council and ADEC.

PWSRCAC staff and volunteers regularly participate in annual drills conducted by the Trans Alaska Pipeline System (TAPS) shipping companies, such as the 2022 Crowley Alaska Tankers oil spill exercise, which combined a physical incident command post at the SERVS Valdez Emergency Operations Center with the Microsoft Teams platform for remote participants. During this exercise, PWSRCAC staff and volunteers integrated into and evaluated the Incident Command System organization as well as played a role in planning for the the Regional Stakeholder Committee including providing input for the invitations to various stakeholders. Additionally, PWSRCAC staff participated in multiple planned VMT tabletop, equipment deployment, and sensitive area protection oil spill exercises as well as unannounced exercises.

In 2020 and 2021, access to tugs, barges, and other vessels was restricted due to COVID-19 precautions. PWSRCAC chartered a landing craft to observe several exercises including open water response drills and emergency towing exercises. The USCG, ADEC, and SERVS were offered seats on the chartered vessel during each exercise that we observed.

During each of these exercises, PWSRCAC personnel worked closely with federal, state, and local agencies, as well as tribal, industry, and stakeholder representatives to establish relationships to enhance oil spill prevention and response.

c. Reviewing the results of oil spills in its region;  
Describe/Examples:

When a TAPS-related spill occurs, PWSRCAC is active in observing Incident Management Team operations as well as field cleanup activities. The Council also provides input and advice to industry and regulators regarding specific response operations. One significant oil spill occurred from the VMT in the past three years, when an estimated 1,400 gallons of oil spilled from an overflowing sump in April 2020. There were also two spills of Aqueous Film Forming Foam (AFFF) solution in October 2021 (500 gallons) and November 2021 (20 gallons), and the unknown but likely significant amount of hydrocarbon vapors released in early 2022, when multiple tank vents were damaged by snow and ice. After each of those spills, Council staff, Board members, and volunteers worked with Alyeska staff to understand why these spills occurred, and how Alyeska would prevent similar incidents in the future.

In addition to the above noted significant spills, the Council also regularly reviews the results of relatively minor oil spills that occur due to the operation and maintenance of the Valdez terminal and tankers. Whenever a spill occurs, Alyeska notifies the Council as well as state and federal regulators. These notifications are saved by the Council, reviewed at the time they are received, and reported on in depth at least annually during the January PWSRCAC Board of Directors meeting. If a

particular spill is significant (e.g., oil hits the water or a particularly large volume is spilled to land or secondary containment), Council staff works with Alyeska to learn more about the cause of the spill, the response, and what Alyeska is doing to prevent similar incidents in the future. Information about these relatively minor spills is shared with Council management and often during public meetings of the TOEM Committee.

d. Reviewing government and company reports;  
Describe/Examples:

PWSRCAC routinely reviews and analyzes industry and government reports relevant to operations in PWS, often utilizing the services of contractors with technical expertise in the subjects covered by these reports. In the past three years, PWSRCAC has provided input on public reviews of State of Alaska regulatory updates, including proposed changes to Chapter 18, Title 75 of the Alaska Administrative Code and changes to federal and state area planning. In 2020, PWSRCAC commented on proposed changes to PHMSA regulations that clarified and streamlined regulatory requirements without compromising safety.

In 2019, ADEC requested public input on Alaska's laws and regulations on contingency plans (Chapter 18, Title 75 of the Alaska Administrative Code). Stemming from that input, ADEC's proposed changes were released in late 2021, and then opened for public comment. During its review, and included in comments submitted in 2022, the Council noted some positive changes, as well as identifying concerns. The Council has continued to monitor developments on this initiative.

PWSRCAC continues to work directly with Senator Dan Sullivan and his staff on S. 865 Spill Prevention and Response Surety Act to reauthorize and make improvements to the Oil Spill Liability Trust Fund. Information regarding our work on this bill was shared with USCG Headquarters, Alyeska, and the Alaska Delegation.

Much of the Council's work depends on the review of both government and industry reports. In January 2021, the Council accepted a final report by ADFG Division of Subsistence titled "Recovery of a Subsistence Way of Life: Assessments of Resource Harvests in Cordova, Chenega, Tatitlek, Port Graham, and Nanwalek, Alaska since the Exxon Valdez Oil Spill." That Council sponsored report was dependent on the review and analysis of decades of community data collected by ADFG.

In the aftermath of an oil spill from the VMT in April 2020, Alyeska issued an investigation report that not only included the causes of that incident but also Alyeska's plan to prevent a similar spill in the future. The Council reviewed that report and monitored the implementation of its recommendations until they were all completed in early 2022.



Council projects from 2020-2022 focusing on the integrity of the VMT's crude oil piping and various storage tanks were also reliant on reviewing various Alyeska reports including annual facility monitoring reports, cathodic protection monitoring reports, and tank inspection reports. The Council's LTEMP also involves the review of environmental monitoring reports sponsored by Alyeska as well as reporting by ADEC regarding oil spills in PWS.

Council staff also review industry reports on a daily basis. Every morning PWSRCAC staff receive and review two reports from Alyeska, one regarding the tanker shipping schedule and the other regarding the availability of spill response vessels and equipment in PWS. These daily reports are used by the Council to monitor the operations of the VMT and associated tankers, and monitor spill response readiness in the region.

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. The Council conducts or funds many scientific studies needed to understand the actual and potential environmental impacts of the VMT and associated tankers, and these studies are either conducted directly by or advised by recognized experts in the field under study. For example, the Council's LTEMP study to monitor oil contamination in Port Valdez and PWS, initiated in 1993. LTEMP sampling is conducted annually by scientists with expertise in environmental forensic chemistry and toxicology. Results are summarized in a year-end report (page 13-14 of the annual report). In another example, Council staff, volunteers, and interns annually monitor PWS for marine invasive species that could be introduced from oil tankers. While that study is mostly conducted by citizen scientists, part of the work is conducted by the Smithsonian Environmental Research Center (SERC), which also serves in an advisory capacity.

The Council also stays up to date on scientific studies conducted by external entities relevant to understanding the potential environmental impacts of the VMT and associated tankers. Such reviews are conducted using two methods: (1) the Council contracts with recognized experts to conduct scientific literature reviews, and (2) the Council sends its volunteers (some of whom are recognized experts) and staff to scientific conferences. In 2021, the Council contracted with Dr. Merv Fingas to update its database of research articles about chemical dispersants. In 2022, the Council's Board of Directors updated the organization's position on use of chemical dispersants in our region, with support from Dr. Fingas, Nuka Research, and the Council's Scientific Advisory Committee. Dr. Fingas is a recognized expert with a distinguished career in the field of chemical dispersants and oil spill response.

The Council annually sends staff and volunteers to scientific conferences including but not limited to Alaska Invasive Species Partnership workshop (AKISP, 2022), Arctic and Marine Oil Spill Program (AMOP, 2021), Effects of Oil on Wildlife conference (2022), and the International Oil Spill Science Conference (IOSSC, 2022) to learn more from recognized experts about topics related to the actual and potential environmental impacts of oil transportation.

**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:

PWSRCAC continues to participate in reviewing federal, state, and industry contingency plans. These plans include the Alaska Regional Contingency Plan, the Arctic and Western Alaska Area Contingency Plan, the PWS Area Contingency Plan, the Alaska Inland Area Contingency Plan; and industry plans covering the PWS Tankers and the terminal.

During this recertification period, PWSRCAC staff, volunteers, and contractors took substantial time and effort to participate in, through review and comments, the PWS Tanker contingency plan five-year renewal. The Council also commissioned a report documenting the history of the oil discharge prevention and contingency plan for PWS oil tankers. The comprehensive report chronicles the long-term history of how contingency planning issues were identified and addressed during approvals, how contentious issues were resolved, and which issues remain outstanding. It also highlights significant changes and trends over time (see page 10 of the annual report).

In 2021, the Council analyzed the best design and equipment for a rescue tug stationed at Hinchinbrook Entrance. The resulting comprehensive report summarized relevant literature, evaluated best design features and equipment needed for this role and environment, and provided a comparison between that evaluation and the tug currently in use.

In 2021 and 2022, the Council sponsored a study of devices used to deploy a messenger line between a rescue tug and tanker in distress, followed by field trials testing various devices as follow up to recommendations included in the original study. These field trials were to test the devices' ease of use, effectiveness, reliability, and safety.  
Results

will be used to develop a set of recommended practices that will be shared with industry and regulators (see pages 9-10 of the annual report). In 2022, the Council commissioned OnPoint Outreach to produce a video [<https://youtu.be/yWFrjB952IY>] highlighting results of the field trials and the importance of carrying the recommended line throwing devices.

In 2022, the Council worked with researchers to analyze the amount and availability of oil spill response equipment that could be brought into PWS in case of a large oil spill, including what is noted in the PWS shippers' contingency plans and associated agreements listed in those plans. The review also examined State of Alaska requirements for contractual access to out-of-region response equipment and compared those requirements to some of the agreements listed by the plan holders. While boom and skimmers were found to be readily available, storage for recovered oil could be limited during a large spill.

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:

PWSRCAC is directly tasked under OPA 90 and our Alyeska contract to monitor and report on spill response trainings and exercises, including attendance at field deployments and large tabletop exercises with Alyeska, PWS Shippers, ADEC, and USCG. Staff and contractors are also frequently involved as members in industry exercise evaluation teams for these drills and exercises. The after-action reports generated from Council participation in drills and exercises are shared with our OSPR Committee, and ultimately summarized and shared with the PWSRCAC Board, industry and governmental partners, and the public through annual drill monitoring reports.

With approximately 400 vessels on contract throughout our region to perform spill response, PWSRCAC spends a substantial amount of staff time monitoring Alyeska/SERVS fishing vessel program. Some of this interaction comes from monitoring drills and exercises where these vessels are involved, or in attending annual "fishing vessel" training in communities in our region. In addition, a subset of vessels participate in specialized training for wildlife response operations. In 2022, staff observed trainings and deployment events in Seward, Cordova, Whittier, and Valdez.

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 cooperatively supports the operation of two weather stations and cameras in PWS and the Gulf of Alaska. Information is collected via the PWS

Weather Station Network, developed and maintained by the PWSSC, and co-funded by the Council. Data is available through the Alaska Ocean Observing System (AOOS). The Council also maintains two metocean weather buoys in Port Valdez: one at the VMT and the other at the Valdez Duck Flats. This data is being used to help guide response planning in case of a spill at the VMT and better understanding of seasonal changes in water circulation (see page 5 of the annual report).

Additionally, through a grant from AOOS to improve marine safety in PWS, the Council purchased and installed a CTD (conductivity, temperature and depth) sensor at the Kelsey Dock in Port Valdez. The Council received help from the NOAA Tide Gauge Office in Seattle to prepare their National Water Level Observation Network (NWLON) station to accept data from the sensor. Water salinity data is now being provided to the AOOS, NWLON, and PORTS websites, making it readily available to the public.

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

Describe/Examples:

PWSRCAC is involved with the GRS deployments Alyeska conducts annually, in conjunction with representatives from other agencies such as ADEC and USCG. Reports are generated from these efforts so that GRS tactics can be updated and improved. In 2022, the Council commissioned a report documenting the current state and history of developing GRS for the Copper River Delta and Flats region. The goal of this project was to better understand what drove the development of these past strategies, what exercise activity and training had occurred in this region to date, and what content within the PWS Area Contingency Plan's "Copper River Delta and Flats GRS" addendum is still relevant today. The Council would like to see this information updated and once again referenced in the PWS Area contingency planning documents.

One of the Council's scientific studies during this application period focused on identifying highly sensitive areas where forage fish congregate in PWS. In 2022, working with the PWSSC, the Council completed the fourth and final year of aerial forage fish surveys, including herring, sandlance, capelin, and eulachon (smelt). These forage fish species are critical components of the PWS marine ecosystem. In 2021 and 2022, the Council supported at-sea marine bird surveys conducted by the PWSSC to identify important wintertime nearshore habitat and areas of high bird density. Another year of winter bird surveys is anticipated to be completed in 2023. The information from these studies can be used to identify environmentally sensitive areas in the event of an oil spill in the region (see page 14 of annual report).

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 staff 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 (see pages 7-8 of the annual report). These activities are carried out by routine tracking of vessel traffic with the assistance of an Automatic Information System (AIS) in PWSRCAC's Valdez office; recording vessel delays, incidents, near misses, and atypical situations; reviewing proposed rules, regulations, and USCG guidelines; and maintaining a working relationship with shippers, SERVS, ADEC, and USCG. As described previously, PWSRCAC also reviews and comments on state and federal oil spill prevention and response plans, often including recommendations regarding port operations and safety systems.

In response to a 2016 National Transportation Safety Board report, "An Assessment of the Effectiveness of the US Coast Guard Vessel Traffic Service System," the Council commissioned a review of the system in PWS in 2021. Researchers reviewed best available technology in the field and how that technology, as well as practices and procedures, compare to what is used in PWS. The study's recommendations include suggestions for the U.S. Coast Guard to conduct repair and maintenance of radar and radio equipment used in the Sound; ensure specific on-the-job training is sufficient to allow personnel to understand unique geography and vessel activity found in the Sound; and develop better ways to send timely safety messages to area fishermen and other stakeholders.

During the period covered by this application, the Council has also been monitoring the USCG's radar system. Occasional outages have been reported due to obsolete equipment. During outages, the Coast Guard uses a combination of VHF radio, cameras, and AIS to track vessels. The Council has been concerned about relying too heavily on AIS, given that only vessels over 20 meters are required to have AIS equipment installed and smaller vessels or objects (e.g., fishing vessels, recreational boats, icebergs) are not visible to the Vessel Traffic System personnel responsible for ensuring safe navigation in PWS.

In 2021, the Council conducted a review comparing radar with AIS to better understand how these systems work together to prevent accidents. In addition to the AIS/radar report, the Council sent a letter to the members of the Alaska Congressional Delegation in December 2021, requesting their support in replacing the Coast Guard's radar systems in the three locations in PWS to help prevent another major oil spill. This letter highlighted the importance of the Coast Guard having fully operable radar systems in the Sound and led to the temporary repair of the decades-old systems that need to be replaced.

Also during this application period, the Council commissioned AVTEC Maritime Training Center in Seward, Alaska, to develop a shiphandling course specific to Alaska. This new coursework will better prepare mariners for handling vessels in PWS and Alaska. The scenarios are based on real activities and use high-resolution data previously funded by the Council. AVTEC was notified in April 2022 that both the basic and advanced shiphandling courses received approval by the U.S. Coast Guard and will be added to the AVTEC schedule starting in the fall.

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

Describe/Examples:

The Council provides comments when individual oil-shipper contingency plans are renewed every five years, and on any plan amendments proposed by the shippers between formal renewals. Additionally, we review specific issues, such as emission standards for tankers and corrosion inspections. Beginning in 2021, PWSRCAC participated in the five-year review of the PWS Tanker Contingency Plan. PWSRCAC has long been active on the issue of reducing the risk of tanker-related invasions of PWS by non-indigenous species, including reviewing and commenting on relevant regulation and legislation at the state and federal levels.

Since 2016, more foreign tankers have been loading oil from the terminal. These vessels may increase risk of an accident or oil spill, as crews may be unfamiliar with the harsh Alaska weather or the prevention and response systems that protect our unique region.

The April 2021 Stena Suede incident highlights this potential weak link in our robust regional safety systems. The Council is currently looking at ways to address this concern, including a project slated for 2023 that seeks to identify and address various causes of mariner miscommunication, by collecting information on the linguistic, cultural, and pragmatic needs and practices of native and non-native English-speaking mariners in PWS.

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 with industry and regulators to share PWSRCAC findings, concerns, and issues. PWSRCAC also participates 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 income source is a long-term contract with Alyeska Pipeline Service Company. In PWSRCAC's fiscal year 2022, the amount was approximately \$3.89 million. Occasionally PWSRCAC also receives grant funds for specific projects. In 2019, PWSRCAC received a grant from the City of Valdez to support the deployment and maintenance of the two weather buoys in Port Valdez. Funds will be expended through 2024. Last year, PWSRCAC received a grant from AOOS, to purchase and maintain a CTD sensor that measures salinity in Port Valdez. Enclosed are copies of the Alyeska contract along with the current three-year funding addendum to the contract.

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 third-party financial audit is enclosed.

PWSRCAC's audited financial statements and Form 990 (Return of Organization Exempt from Income Tax) are made available to the public on the Council's website.

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 has processes in place to ensure compliance with the Alyeska contract and with the requirements of the Oil Pollution Act of 1990, and the Executive Director and Financial Manager report annually to the Board of Directors about such matters. Alyeska reserves the right to audit PWSRCAC for contract compliance. PWSRCAC is allowed to conduct activities outside the scope of the Alyeska and OPA 90 so long as Alyeska contract funds are not used for these activities.

**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 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 PWSRCAC 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  
Nov. 2, 2022

### Summary of Reports Produced and Experts Consulted

#### Reports produced overview

- Best Available Technology Assessment for the Hinchinbrook Entrance ETB.** Glosten. April 2021.
- Crude Oil Storage Tank 8 Maintenance Review.** William Mott, Taku Engineering. March 2021.
- Crude Oil Storage Tank 8 Floor & Cathodic Protection System Design Review.** William Mott, Taku Engineering. June 2022.
- Evaluation Report of Peer Listener Program.** Purpose Driven Consulting. August 2022.
- Drill Monitoring Annual Report 2019, 2020, and 2021.** PWSRCAC. September 2020, January 2021, and January 2022.
- Variation in Zooplankton Community Composition in Prince William Sound Across Space and Time.** Katrina Lohan, Ph.D., Jon Geller, Ph.D., Smithsonian Environmental Research Center, and Moss Landing Marine Laboratory. July 2022.
- Geographic Response Planning for the Copper River Delta and Flats.** Sierra Fletcher, Breck Tostevin, Tim Robertson, Nuka Research and Planning Group, LLC, and Nielson Koch, PLLC. March 2022.
- Long-Term Environmental Monitoring Program: 2019 and 2020 Sampling Results and Interpretations.** James R. Payne, Ph.D. and William B. Driskell. March 2020 and March 2021.
- Long-Term Environmental Monitoring Program: 2021 Summary Report.** Morgan L. Bender, Ph.D., James Payne, Ph.D., William B. Driskell, Owl Ridge Natural Resource Consultants, Inc. May 2022.
- Marine Winter Bird Surveys in Prince William Sound: 2021 and 2022.** Mary Anne Bishop, Ph.D., Anne Schaefer, Prince William Sound Science Center. August 2021 and August 2022.
- Metagenetic Analysis of 2017 Plankton Samples from Prince William Sound, Alaska.** Dr. Jonathan Geller, Melinda Wheelock, and Martin Guo. August 2019.
- Mussel Chemistry and Transcriptomic Responses after a Minor Alaskan Oil Spill.** Lizabeth Bowen, William B. Driskell, and James R. Payne, Austin Love, Shannon Waters, Eric Litman, Brenda Ballachey. September 2021.
- Prince William Sound Out-of-Region Oil Spill Response Equipment Survey.** Nuka Research and Planning Group, LLC, and Nielson, Koch and Grannis, PLLC. September 2022.

**Port Valdez Mussel Transcriptomics.** Lizabeth Bowen, U.S. Geological Survey. November 2019.

**Port Valdez Weather Buoy Data Analysis.** Robert W. Campbell, Ph.D. August 2021.

**Prince William Sound Forage Fish Observations 2020 and 2021.** Dr. Scott Pegau, Prince William Sound Science Center. September 2020 and September 2022.

**Prince William Sound Tanker Oil Spill Prevention & Contingency Plan, summary and compendium of event summaries 1995-2020, and timeline of major events.** Sharry Miller, Sierra Fletcher, Breck Tostevin, and Haley Griffin, Nuka Research & Planning Group, LLC, and Nielsen Koch, PLLC. August 2021.

**PWSRCAC Emergency Towline Deployment Practical Trials, Summary Report.** Glosten. August 2021.

**Recovery of a Subsistence Way of Life: Assessments of Resource Harvests in Cordova, Chenega, Tatitlek, Port Graham, and Nanwalek, Alaska since the Exxon Valdez Oil Spill.** Jacqueline M. Keating, David Koster, James M. Van Lanen, Alaska Department of Fish and Game, Division of Subsistence. December 2020.

**Review of Cathodic Protection Systems at the Valdez Marine Terminal.** Keith Boswell, National Pipeline Services. April 2021.

**Summary of Board of Directors Workshops and Draft Evidence-Based Updated [Dispersant Use] Position.** Elise DeCola, Nuka Research. July 2022.

**Tanker Towline Deployment BAT Review.** Peter S. Soles, Glosten. May 2020.

**Using Mussel Transcriptomics for Environmental Monitoring in Port Valdez, Alaska: 2019 and 2020 Pilot Study Results.** Lizabeth Bowen, Austin Love, Shannon Waters, Katrina Counihan, Brenda Ballachey, Heather Coletti, William B. Driskell, and James R. Payne. February 2021.

**Utilizing Numerical Simulation to Estimate the Volume of Oil Leaked Through a Damaged Secondary Containment Liner.** PWSRCAC. February 2022.

**Vessel Traffic Services, Use of Automatic Identification System and Radar.** C-Core. July 2021.

### **Scientific experts, universities, and scientific institutions consulted**

**Alaska Department of Fish & Game,  
Division of Subsistence**  
Robin Dublin  
Jacqueline M. Keating  
David Koster  
James M. Van Lenen  
Anchorage, Alaska

**Alaska SeaLife Center**  
Katrina Counihan  
Seward, Alaska

**Clifford & Garde, LLP**  
Billie Garde  
Washington, D.C

**William B. Driskell**  
Seattle, Washington

**Environment and Climate Change**

**Canada**

Bruce Hollebone  
Ben Fieldhouse  
Ottawa, Ontario, Canada

**C-Core**

Desmon Power  
Garrett Parsons  
James Youden  
St. John's, Newfoundland, Canada

**Geosyntec Consultants**

Olga Stewart, P.E  
Anchorage, Alaska

**Glosten**

Captain Peter S. Soles  
Seattle, Washington

**Micro Specialties, Inc.**

Richard M. Brown  
Wasilla, Alaska

**National Pipeline Services**

Keith Bowell  
Mt. Pleasant, Michigan

**NewFields**

Eric Litman  
Rockland, Massachusetts

**Nielson, Koch & Grannis, PLLC**

Breck Tostevin  
Seattle, Washington

**Nuka Research & Planning Group, LLC.**

Tim Robertson  
Elise DeCola  
Sierra Fletcher  
Seldovia, Alaska

**Oregon State University**

Peter Hoffman  
Corvallis, Oregon

**Owl Ridge Natural Resource  
Consultants, Inc.**

Morgan L. Bender, Ph.D.  
Anchorage, Alaska

**Payne Environmental Consultants, Inc.**

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

**Purpose Driven Consulting**

Bianca Vazquez  
Meghan Sobocienski  
Maureen Okasinski

**Prince William Sound Science Center**

Mary Anne Bishop, Ph.D.  
Rob Campbell, Ph.D.  
Scott Pegau, Ph.D.  
Anne Schaefer, MS  
Cordova, Alaska

**San Jose State University, Moss  
Landing Marine Laboratories**

Jonathan Gellar, Ph.D.  
Martin Guo  
Melinda Wheelock  
Moss Landing, California

**Sea Grant Mississippi-Alabama**

Tracy Sempier  
Steve Sempier  
Ocean Springs, Mississippi

**Smithsonian Environmental Research  
Center**

Katrina Lohan, Ph.D.  
Ruth DiMaria  
Linda McCann  
Gregory Ruiz, Ph.D.  
Tiburon, California and Edgewater,  
Maryland

**Spill Science**

Merv Fingas, Ph.D.  
Edmonton, Alberta, Canada

**Taku Engineering**

William Mott, P.E.  
Anchorage, Alaska

**U.S. Geological Survey, Western  
Ecological Research Center**

Lizabeth Bowen, Ph.D.  
Davis, California

**U.S. Geological Survey (Emeritus),  
Alaska Science Center**

Brenda Ballachey, Ph.D.  
Anchorage, Alaska

**University of New Orleans**

David Podgorski, Ph.D.  
Max Harsha  
New Orleans, Louisiana

**Attachment 2**  
News Release  
PWSRCAC Recertification Questionnaire  
Nov. 2, 2022

---

**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: Brooke Taylor  
[brooke.taylor@pwsrcac.org](mailto:brooke.taylor@pwsrcac.org)  
907-273-6228

**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](http://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 (dpi)  
PO Box 25517  
Juneau AK 99802

Attn: LT Benjamin Bauman  
Inspections & Investigations

Comments may also be emailed to LT Benjamin Bauman at [Benjamin.A.Bauman@uscg.mil](mailto:Benjamin.A.Bauman@uscg.mil).

---

The Prince William Sound Regional Citizens' Advisory Council, with offices in Anchorage and Valdez, is an independent nonprofit corporation whose mission is to promote environmentally

safe operation of the Valdez Marine Terminal and the oil tankers that use it. The council's work is guided by the Oil Pollution Act of 1990, and its contract with Alyeska Pipeline Service Company. The council's 18 member organizations are communities in the region affected by the 1989 Exxon Valdez oil spill, as well as aquaculture, commercial fishing, environmental, Alaska Native, recreation and tourism groups.

\*\*\*