

Prince William Sound
Regional Citizens' Advisory Council



1998-1999

IN REVIEW

PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL

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Citizens Promoting
Environmentally Safe Operation
of the Alyeska Terminal and
Associated Tankers.



NOTE: This report covers the period from July 1, 1998 through June 30, 1999.

COVER MAP ILLUSTRATION: by Debra Dubac

THE PRINCE WILLIAM SOUND REGIONAL CITIZENS' ADVISORY COUNCIL SERVES COMMUNITIES AND INTEREST GROUPS IN THE EXON VALDEZ OIL SPILL REGION, WHICH TAKES IN PRINCE WILLIAM SOUND, THE NORTHERN GULF OF ALASKA, LOWER COOK INLET, AND KODIAK ISLAND.

COVER PHOTO: by David Prudegen

THE ALYESKA TRACTOR TUG TAN'ERLIO DISPLAYS ITS FIREFIGHTING CAPABILITIES, JUNE 1999.

L E T T E R

FROM THE PRESIDENT & EXECUTIVE DIRECTOR

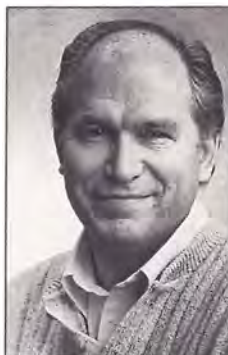
This past year saw the tenth anniversary of the 1989 Exxon-Valdez oil spill. Our council sponsored and participated in several community, regional, and statewide events related to the anniversary. It was a time to reflect on the past and lessons learned; to better understand the environmental recovery process; and to acknowledge the progress made in oil spill prevention and response capabilities.

It was also a time to rekindle our commitments to promote the environmentally safe transportation of oil through Alaska waters and to combat the kind of industry, government, and public complacency that contributed to the 1989 spill. Our council was encouraged by support and interest demonstrated by visits from citizens' groups from other coastal states and from France, Russia, and Scotland – reminders that what happened here can happen anywhere.

Our board of directors and our four standing committees represent a broad range of interests and communities in a region stretching from Valdez to Kodiak. Representatives from local governments in this region and from Alaska Native, aquaculture, commercial fishing, environmental, recreation and tourism groups give citizens a strong voice.

Another strength is the institutional knowledge amassed over the years by the commitment and longevity of our staff and volunteers. Often when we sit at the table with government and oil industry representatives, it is the citizens' council that remembers past lessons learned on the issues being discussed.

Considerable progress occurred during the past year in oil spill prevention and response and in limiting environmental impacts from terminal and tanker operations. More powerful and more maneuverable rescue tugs arrived in Prince William Sound,



WILLIAM M. WALKER
President



JOHN DEVENS
Executive Director

and the citizens' council published "Coping with Technological Disasters," a guidebook for people and communities facing man-made catastrophes such as major oil spills. Other high points included the Coast Guard's strongly supportive recertification of our work, powers and independence under the Oil Pollution Act of 1990, and the resumption of quarterly meetings between the council and the companies that ship North Slope crude.

In addition, ARCO's June 1999 oil-spill drill in Valdez saw for the first time the activation of a special committee to link communities and stakeholder organizations into the spill-response process. This body, called a MAC or Multi-Agency Coordinating Committee, allows citizens to feed local knowledge to the industry and government officials managing a spill response. In turn, the MAC relays information from response managers back to communities. In a real spill, it would be a vital tool for reducing the frustration, animosity and misunderstandings that plagued the response to the Exxon Valdez spill.

Still, much remains to be done. Citizens of the region affected by the 1989 oil spill now share responsibility with state and federal agencies and the oil transportation industry to ensure existing programs are fully implemented and maintained, that the new escort vessels are integrated into the system, and that a continuous improvement system is in place as new technology becomes available.

We appreciate the cooperation we receive from Alyeska Pipeline Service Co., the crude oil shippers, the Alaska Department of Environmental Conservation, the Joint Pipeline Office, the U.S. Coast Guard, and many others as we promote the environmentally safe operation of the Valdez Marine Terminal and associated tankers on behalf of the communities and citizens in our region.

MISSION

RESPONSIBILITIES

Although the council works closely with and is funded by Alyeska, the council is an independent advisory group. The contract is explicit about the council's independence: "Alyeska shall have no right . . . to have any degree of control over the formation or operation of the corporation . . ."



THE PRINCE WILLIAM SOUND REGIONAL CITIZENS' ADVISORY COUNCIL IS AN INDEPENDENT NON-PROFIT CORPORATION GUIDED BY ITS MISSION: CITIZENS PROMOTING ENVIRONMENTALLY SAFE OPERATION OF THE ALYESKA PIPELINE SERVICE CO. TERMINAL IN VALDEZ AND THE OIL TANKERS THAT USE IT.

CONSISTENT WITH THAT MISSION, THE COUNCIL'S STRUCTURE AND RESPONSIBILITIES STEM FROM TWO DOCUMENTS. THE FIRST IS A CONTRACT WITH ALYESKA, WHICH OPERATES THE TRANS-ALASKA PIPELINE AS WELL AS THE VALDEZ TERMINAL. UNDER THIS CONTRACT, THE COUNCIL RECEIVES FUNDING FOR SERVICES TO ALYESKA AND THE PUBLIC.

THE SECOND GUIDING DOCUMENT, ENACTED AFTER THE COUNCIL WAS CREATED, IS THE FEDERAL OIL POLLUTION ACT OF 1990, WHICH REQUIRED CITIZEN OVERSIGHT COUNCILS FOR PRINCE WILLIAM SOUND AND COOK INLET.

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, NATIVE, RECREATION, AND TOURISM GROUPS.

CONTRACT

Under the terms of its contract with Alyeska, the council reviews, monitors and comments on Alyeska's oil spill response and prevention plans, as well as operations under the plans; on Alyeska's prevention and response capabilities; and on its environmental protection capabilities. The council also reviews and monitors the actual and potential environmental

impacts of terminal and tanker operations.

The contract also calls for the council to increase public awareness of Alyeska's oil spill response, spill prevention and environmental protection capabilities, as well as the actual and potential environmental impacts of terminal and tanker operations.

The council comments on and participates in monitoring and assessment of environmental, social and economic consequences of oil related accidents. It provides input on actual or potential



Cordova fisherman Mike McKenzie participated in ARCO's JUNE 1999 oil spill drill with his vessel, the Rhonda Renee, at the Bay of Isles on Knight Island.

M I S S I O N

RESPONSIBILITIES

environmental impacts in or near Prince William Sound, and comments on the design of measures to mitigate the potential consequences of oil spills and other environmental impacts of terminal and tanker operations. The council also comments on and participates in the selection of research and development projects.

The contract states that the council may work on other related issues not specifically identified when the contract was written.

The council was initially funded at \$2 million per year. The funding is renegotiated every three years; current Alyeska funding is \$2.5 million per year.

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PHOTO COURTESY OF BP

Oil spill responses and drills are managed by a three-member Unified Command. SHOWN HERE IS THE Unified Command for BP's 1998 drill: Brad Hahn, Alaska Department of Environmental Conservation; Capt. Ron Morris, Coast Guard; and Steve Marshall, BP.

OIL POLLUTION ACT OF 1990

The council's contract with Alyeska pre-dates the Oil Pollution Act, but the similarities are not coincidental. Many people involved in the establishment of the council also actively promoted citizen involvement provisions in the federal law.

The Act established two demonstration projects in Alaska, one in Prince William Sound, the other in Cook Inlet, designed to promote partnership and cooperation between local citizens, industry and government; and to build trust and provide citizen oversight of environmental compliance by oil terminals and tankers.

The law allows an alternative, existing organization to fulfill the requirement for a citizen group and the council has done so since 1991. Each year, the U.S. Coast Guard assesses whether the council fosters the general goals and purposes of the Oil Pollution Act and is broadly representative of the communities and interests as envisioned in the Act.

As the council for Prince William Sound pursuant to the Act, the council advises and makes recommendations on policies, permits, and regulations relating to the oil terminal and tankers. It monitors the environmental impacts of the terminal and tankers.

The council reviews the adequacy of oil spill prevention and contingency plans for crude oil tankers operating in Prince William Sound, and advises and makes recommendations on port operations, policies and practices. The council also recommends standards and modifications for terminal and tanker operations to minimize the risk of oil spills and other environmental impacts, and to enhance prevention and response capabilities.



PHOTO COURTESY OF BP

BP's STEVE MARSHALL SERVED ON THE Unified Command during BP's 1998 oil-spill drill.



OIL SPILL PREVENTION

"PARTNERS IN PREVENTION" A Symposium 10 Years After the Exxon Valdez Oil Spill

The council co-sponsored a symposium on oil spill prevention in March 1999 in Valdez. Other sponsors included the Prince William Sound Community College, the University of Alaska, U.S. Coast Guard, Alaska Department of Environmental Conservation, the City of Valdez, and Alyeska/SERVS. The two-day event to mark the tenth anniversary of the Exxon Valdez spill included panel discussions, presentations, and speakers outlining the progress made during the past decade to reduce the risk of crude oil spills in Prince William Sound and identifying what remains to be done.



STAN STEPHENS, board member of the citizens' council, listens as a Russian environmentalist Dmitry Lisitsyn explains the need for similar citizen groups in Sakhalin, where oil development is occurring. Both were in Valdez for a March 1999 symposium marking the 10th anniversary of the Exxon Valdez oil spill.

STEPH JONES

Background: Alyeska's newest tractor tug, the Tan'erliq, reached Prince William Sound in June 1999.

DAVID FREEDMAN

The citizens' council also mounted an exhibit and participated in panel discussions at an Anchorage tenth-anniversary symposium sponsored by the Exxon Valdez Oil Spill Trustee Council.

On March 24, 1999, the council published a 28-page, full-color special report on oil transportation safety. Titled "Then and Now - Changes in Oil Transportation Since the Exxon Valdez Spill," the report covered improvements in tanker safety and in the capability to respond to oil spills in Prince William Sound, as well as discussing areas where improvement is still needed.

PRINCE WILLIAM SOUND TANKER ESCORT SYSTEM

A highlight in 1999 was the delivery of two 10,192-horsepower state-of-the-art tractor tugs for service in Prince William Sound. The Nanuq was christened in January in Valdez and the Tan'erliq in June in the village of Tatitlek. As required under state regulations, the two new tractor tugs were determined to provide the best available technology for escorting loaded oil tankers through the Valdez Narrows and Valdez Arm after extensive joint research by the council, the oil shipping industry, and government agencies.

Still to be determined is the best available technology for the escort tug at Hinchinbrook Entrance, where tankers leave Prince William Sound and enter the Gulf of Alaska. The tanker owners have proposed the Gulf Service, a conventional rescue tug brought to Prince William Sound in early 1997. The citizens' council and the Alaska Department of Environmental Conservation have requested additional information to verify that the Gulf Service is



DAVID PREDEGER

capable of saving a disabled tanker in the Hinchinbrook Entrance area in 15-foot seas and 40-knot winds. The council sponsored and provided marine architectural and salvage experts for a multi-stakeholder workshop in January 1999. During that workshop a process was defined for gathering the necessary data through studies of winds and currents, sea trials of rescue tugs, and computer simulations. The council is contributing to research by the Prince William Sound Science center to better understand sea current patterns in Hinchinbrook Entrance and has employed a consultant to analyze weather patterns.

During the past year, the council reviewed other changes to the escort system. In October 1998, a "sentinel" system was implemented. The new system includes two tugs in close escort to each tanker in the more confined areas in northern and southern por-

THE TAN'ERLIQ TRACTOR TUG IS GREETED BY A DANCE TROUPE AT ITS CHRISTENING IN THE VILLAGE OF TATITLEK IN JUNE 1999.

THE NANUQ TRACTOR TUG WAS CHRISTENED AT VALDEZ ON A FROSTY DAY IN FEBRUARY 1999.



DAVID PREDEGER

tions of the Sound, and a one-tug escort through the middle section with additional response vessels standing ready at strategic locations.

The council supported a proposal by Alyeska to replace existing emergency response vessels with new higher-performance craft called prevention and response tugs. The first of the new vessels is scheduled for delivery in early 2000.

WATERWAYS MANAGEMENT

AN EMPTY TANKER
APPROACHES VALDEZ
TO TAKE ON A LOAD OF
NORTH SLOPE CRUDE.



JOEL KOPP

The citizens' council is a member of the Valdez Marine Operations Committee, which exists to promote maritime safety in Prince William Sound. In 1995, a council-sponsored study of tanker risks in the Sound resulted in several recommended safety improvements. The operations committee is in the process of implementing those recommendations that dealt with navigational safety, port operations, and vessel traffic schemes. The committee is led by the Coast Guard and in addition to the citizens' council includes the Alaska Department of Environmental Conservation, the Prince William Sound oil shippers, the Southwest Alaska Pilots' Association, Alyeska/SERVS, and other maritime operators in Prince William Sound. During the past year, the committee has reviewed and made recommendations on a port access study that includes vessel routing changes to provide maximum sea room for tanker operations and to establish precautionary zones to minimize the risk of collision with other traffic.

The committee helps the Coast Guard prepare and distribute materials intended to improve communication between fishing and recreational vessels and oil transport tankers and their escorts in Prince William Sound. Better communication should reduce the chances of a collision that could cause an oil spill.

HUMAN FACTORS

The citizens' council continues to monitor the oil shipping companies' safety management plans and compliance with federal regulations and international standards. The council actively supports the Coast Guard's Prevention Through People Program and other efforts to reduce maritime accidents caused by human error.

ICE DETECTION & AVOIDANCE

The disintegration and drastic retreat of Columbia Glacier since 1980 have significantly increased the potential for an oil spill in Prince William Sound caused by a tanker hitting an iceberg. Columbia, about 15 miles west of the southbound shipping lanes in Valdez Arm, is the largest glacier in the Sound. It calves thousands of icebergs into Columbia Bay each year. Some of these icebergs drift out into the shipping lanes and threaten vessels.

The Exxon Valdez was maneuvering to avoid icebergs when it went aground in 1989, and the unladen tanker Overseas Ohio suffered over \$1 million in damage when it struck an iceberg in 1994.

A three-year research project that ended in 1997 provided a good understanding of Columbia Glacier's calving patterns and a prediction that these patterns will continue for at least the next decade. The council is supporting continued monitoring of Columbia Glacier through projects sponsored by the Prince William Sound



AN ARCO MILLENNIUM double-hull TANKER BEING ASSEMBLED IN A LOUISIANA shipyard FOR THE NORTH SLOPE OIL TRADE.



PHOTO COURTESY OF ARCO MARINE

Science Center and Oil Spill Recovery Institute in Cordova. The council is providing these organizations staff support and access to its data archives on Columbia Glacier.

During the past year, the council has tested technologies, such as radar and sonar, that could be used to detect ice and provide mariners with up-to-the-minute information for avoiding it. Two separate sonar tests were conducted during late 1998 and early 1999. Plans have been developed and a site selected for a land-based UHF radar test scheduled for September 1999. The council hopes this radar system will provide tanker captains and the Coast Guard's Vessel Traffic Service immediate reports on ice conditions in the tanker lanes.

TANKER INTEGRITY

The council continues to maintain and refine data files for tankers in the Valdez trade. The information, compiled since 1995, is currently being converted to a format compatible

with the data of other West Coast states and British Columbia so the information can be shared more easily. The files include vessel particulars such as size, capacity, year built, owner, operator, any reported incidents or damage, and the dates by which single hull tankers must be replaced by double hull vessels under the Oil Pollution Act of 1990.

The council is monitoring the shippers' programs for dealing with the Y2K computer bug, and has requested details of their contingency plans to address problems that might occur in the transition to the new millennium.

The council has provided Congressional testimony and official comments to the Coast Guard urging strict enforcement of the single-hull phaseout schedule established by the Oil Pollution Act. The council has commended ARCO Marine for the design and construction of new "Millennium" class double-hulled tankers. The first of three of these new tankers is under construction and scheduled for delivery in mid-2000.

ENVIRONMENTAL PROTECTION

NON-INDIGENOUS
SPECIES

Many major ports, including the Great Lakes and San Francisco Bay, have been invaded by aquatic species not native to the area. These so-called "non-indigenous species" can prey on or compete with native species and cause severe ecological and economic damage.

A common mode of transport of these invading species is the ballast water carried from one waterway to another by tankers and other large ships. The council is concerned that the millions of tons of ballast water carried in oil tankers to Valdez could result in similar problems in Prince William Sound.

Indeed, the ports where Valdez-bound tankers take on ballast water have already been invaded by non-indigenous species. The green crab, one of the most feared invaders, arrived in San Francisco Bay in 1989. It has already spread to British Columbia, causing scientists to fear it will eventually reach Alaska.

A 1997 study sponsored by the citizens' council and the U.S. Fish and Wildlife Service showed that plankton are abundant and diverse in arriving ballast water, and that some are not indigenous to Prince William Sound. The study was conducted by the Smithsonian Environmental Research Center, leaders in the investigation of biological invasions. Results of the study have been presented at scientific conferences worldwide.



TECHNICIAN MELISSA FREY deploys fouling plates at an oyster hatchery near Fairmount Island in Prince William Sound for the council's non-indigenous species project.

JOEL KOPP

PHOTO COURTESY OF SEARIVER

Background: A SeaRiver oil tanker exchanges ballast water at sea as part of the council's research on preventing non-indigenous species from invading Alaska waters.

In an effort to quantify and better understand the risk of invasion, the council and the U.S. Fish and Wildlife Service were joined by Alaska SeaGrant and Alyeska to fund more study of this issue. This additional research began in 1998 and will be complete by December 1999. The effort, led by the council, includes further investigation into the content and management of ballast water as well as collection and analysis of samples from the Sound to see what nonindigenous species have already become established. A progress report by the Smithsonian shows that conditions could be favorable for the introduction of foreign plants and animals into Prince William Sound and that some are already found there. The report points out the difficulty of establishing how existing species were transported.

A working group sponsored by the council and representing oil shippers, regulators and scientific and environmental interests has provided oversight of this project since its inception in 1996.

The current study has also been investigating the effectiveness and operational challenges of exchanging ballast water in the open ocean to reduce the number of coastal organisms reaching Prince William Sound. Exchange experiments were conducted in the summers of 1998 and 1999 with the cooperation and financial support of SeaRiver, ARCO, and the American Petroleum Institute.

The council was twice invited to present the progress report to annual meetings of the Study Group on Ballast Water and Sediments, an international forum sponsored by the International Maritime Organization, the International Council for the Exploration of the Seas, and the Intergovernmental Oceanographic Council. The project was also the subject of presentations by Smithsonian staff at the January 1999 Marine Bioinvasions Conference in Boston and at other scientific events.



KEVIN HARTWELL

CONTROL OF TANKER LOADING VAPORS

The council has worked throughout its history to minimize air pollution, especially emissions of crude oil vapors from tankers loading at the Valdez Marine Terminal. The council participated in development of Environmental Protection Agency rules that required vapor controls on two of the four loading berths by March 1998. The council retained engineering and air quality consultants to review installation and maintenance of the vapor control system and compliance with EPA rules. In May 1999 the council approved the final report from the consultants, and work continues to encourage Alyeska to take actions recommended in that report.

During the past year, the council has expanded its interest in the vapor control system to include safety concerns, specifically fire and explosion hazards and protections. The final report from a group of specialists retained by the council in June 1998 was completed in August. Although the consultants concluded the system was safe from "all reasonable risk" of catastrophic fire or explosion, the report included eight recommendations to ensure the system was operated and maintained in the most efficient and safe manner. The council continued throughout the past year to monitor implementation of those recommendations.

THE VAPOR CONTROL SYSTEM CAPTURES THE oily vapors forced out as tankers fill up with crude oil at the Valdez terminal.

In April 1999 Alyeska Pipeline Service Company began its own management review of the tanker vapor control system. The company invited participation by the council, Coast Guard, and the state-federal Joint Pipeline Office. The review was launched to improve operation, maintenance and safety at the tanker vapor control system after a series of malfunctions and system shutdowns. The comprehensive review process was essentially completed in June 1999 with the development of an implementation plan now under review by Alyeska management and regulatory agencies. The council has retained vapor control experts to provide technical advice as we monitor implementation of operation and maintenance recommendations.

In addition, the council has recognized the important role of the tanker crews to ensure that oxygen is not introduced into the vapor control system. The council has recommended that the Coast Guard maintain stringent testing and certification requirements to better protect against the risk of fire or explosion at the Valdez Marine Terminal.

LONG-TERM ENVIRONMENTAL MONITORING PROJECT

Under this program, now in its sixth year, nine sites in Prince William Sound and the Gulf of Alaska are monitored for hydrocarbons in the water, sediment and mussels. Samples are collected in summer and late winter. The data provide a benchmark for assessing the impacts of oil transportation and future oil spills on the ecosystem of the Exxon Valdez oil spill region. Results are presented in a year-end annual report.

In 1998, the council completed a review and analysis of data

gathered since the beginning of the project. The results were published in a report and used to refine the monitoring plan for 1999 and future years.



Joel Kopp, a citizens' council project manager, labels an influent sample at the ballast water treatment facility in the Valdez Tanker Terminal.

BALLAST WATER TREATMENT FACILITY/FEDERAL DISCHARGE PERMIT

The council maintains a program intended to monitor actual and potential environmental impacts stemming from the operation of the Ballast Water Treatment Facility at the Valdez Marine Terminal. The five-year pollution discharge permit for the Valdez Marine Terminal was last renewed in 1997. Compliance with the permit is monitored by the Ballast

Water Treatment Facility Working Group, comprised of representatives from the Environmental Protection Agency, Alaska Department of Environmental Conservation, Alyeska, and the citizens' council.

During the past year, this group reviewed water quality monitoring programs and reports prepared by Alyeska, including an expanded sediment monitoring plan and progress reports on pollution prevention requirements. A special technical meeting was held in May 1999.

A chief topic of discussion at the May working group meeting was the hydrocarbon contamination of sediments near the terminal, which has been the subject of an expanded monitoring program during the past year. The council has recommended a larger sampling area in order to map the boundaries of the bottom sediments showing higher than "background" levels of hydrocarbons. The next sampling is scheduled for September 1999.

Alyeska recently installed new continuous-style hydrocarbon monitors at the Ballast Water Treatment Facility. This monitoring improvement has long been supported by the citizens' council as documented in official comments submitted to EPA and ADEC in July 1998. The council will continue efforts to identify the effects of Valdez Marine Terminal operations on marine water quality.



TECHNICIAN MELISSA FREY SETS TRAPS NEAR VALDEZ TO TEST FOR THE PRESENCE OF GREEN CRABS, WHICH HAVE INVADDED OTHER U.S. PORTS.

BALLAST WATER INFLUENT SAMPLING

The council monitors ballast water discharged by tankers into the treatment facility at the Valdez Marine Terminal. The primary objective of the program is to determine whether arriving ballast water contains compounds not anticipated for treatment. Because samplings are random and unannounced, the program may also serve as a deterrent against the discharge of unauthorized substances. Laboratory analyses have not detected any unanticipated chemicals since the program began in 1994.

CAGED MUSSEL PILOT STUDY

Scientists working for the citizens' council conducted a pilot study in Port Valdez to determine the feasibility of using transplanted, caged mussels to monitor effluent from the Alyeska Ballast Water Treatment Facility. A final report concluding the technique was feasible was accepted by the council in early 1999. The council is now determining whether to adopt this monitoring tool for its water quality studies of Port Valdez.

OIL SPILL PREPAREDNESS & RESPONSE

OIL SPILL CONTINGENCY PLANS

One of the council's core responsibilities, under both its contract with Alyeska and the Oil Pollution Act, is to provide citizen input on the plans that detail how government and industry would respond to an oil spill. The council reviews contingency plans, as they are called, for the Valdez Marine Terminal and for tankers transporting North Slope crude oil through Alaska waters.



JOE BANTA, A PROJECT MANAGER FOR THE CITIZENS' COUNCIL, SPEAKS AT A JUNE 1999 HEARING ON OIL TANKER CONTINGENCY PLANS IN CORDOVA.

STATE TERMINAL & TANKER CONTINGENCY PLANS

Oil spill prevention and response plans for tankers and for facilities like the Valdez terminal are submitted to the state of Alaska on a three-year cycle.

In July 1998, revised plans for tankers operating in Prince William Sound were submitted to the Alaska Department of Environmental Conservation for review, public comment, and approval.

Background: The fishing vessel Double Trouble starts simulated oil-skimming operations off Knight Island during ARCO's June 1999 drill.



PATIENCE ANDERSEN-FAULKNER, A CITIZENS' COUNCIL BOARD MEMBER, SPEAKS AT A JUNE 1999 HEARING ON OIL TANKER CONTINGENCY PLANS IN CORDOVA. FAULKNER REPRESENTS CORDOVA DISTRICT FISHERMEN UNITED ON THE COUNCIL.

The council, with a team of consultants, staff, and volunteers, reviewed the several volumes of oil spill discharge prevention and response plans prepared by the shipping companies operating in Prince William Sound. The council has expressed concern in the following categories: determination of the best available technology for the escort tug at Hinchinbrook Entrance; development of site-specific response strategies for environmentally sensitive areas throughout the council region; adequacy of contracts and training for fishing vessels for nearshore response; ready availability of out-of-region equipment; sufficiency of designated barges for storage of recovered oil; and whether the spill model, or scenario, on which the plans are based is sufficiently detailed and easy to use.

In August 1998 the council submitted comments on the oil spill prevention and response plan for the Trans-Alaska Pipeline System, focusing on the sections of the pipeline where oil that spilled into a river could be carried into Prince William Sound or the Gulf of Alaska.

The council also monitored compliance with the contingency plan, approved in 1997 by the state, for Alyeska's Valdez tanker terminal and is prepared for the next review cycle scheduled to begin in July 1999.



THE MULTI-AGENCY COORDINATING COMMITTEE MEETS DURING ARCO'S JUNE 1999 OIL SPILL DRILL...

ALASKA UNIFIED PLAN & SUBAREA PLANS

Federal and state agencies have developed a unified plan to define the governments' roles in an oil spill response and to provide guidelines for the oil industry's response.

The council reviewed and commented on revisions to the Alaska Unified Plan during the past year.

The unified plan, which covers all Alaska marine waters, requires preparation of more detailed plans for specific regions of the state, called "subareas." The council region includes

three of these subareas: Kodiak Island, Cook Inlet and Prince William Sound.

The subarea plan for the Kodiak region was approved during the past year.



TOP: (FOM LEFT) LINDA FREED, KODIAK ISLAND BOROUGH; RORY DABNEY, COOK INLET REGIONAL CITIZENS' ADVISORY COUNCIL; LEANN FERRY, PRINCE WILLIAM SOUND REGIONAL CITIZENS' ADVISORY COUNCIL; JOHN WHITNEY, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION; TRISH BERG, ARCO MARINE.

BOTTOM: (FOM LEFT) ANNE CASTELLINA, NATIONAL PARK SERVICE; LINDA FREED, KODIAK ISLAND BOROUGH.

The council is supporting member entities and participating in the area committee working on the Cook Inlet Subarea Plan, including funding for development of even more narrowly focused site-specific response plans for sensitive areas such as subsistence clamming beaches.

The council provided support to member entities participating in a working group to develop site-specific response plans for the Copper River Delta. The working group completed the draft plan in the fall of 1998 and it is now being incorporated into the Prince William Sound Subarea Plan.

Also, the council continues to recommend changes to the Prince William Sound Subarea Plan to allow the council to substitute for the Multi-Agency Coordinating Committee during response to a spill of North Slope crude. That would give the council and the citizens it represents direct access to the Unified Command, the government-industry body that manages spill response.

SENSITIVE AREAS

The council participates in the Alaska Regional Response Team Sensitive Areas Working Group in an effort to ensure that contingency plans incorporate local knowledge about sensitive areas in each region. The council provided funds and otherwise supported the development of sensitive area maps for Cook Inlet and Prince William Sound.

In November 1998 the council co-sponsored and made presentations at a workshop on geographic response planning, a site-specific strategy used on the West Coast that is now being applied in the council's region.

DRILL MONITORING

The council's drill monitoring work is handled by the staff and by a contractor in Valdez, Tim Jones. Jones observes and reports on oil spill response drills, exercises and training, as well as actual incidents and selected issues.

The contractor observed and reported on 16 exercises, incidents and issues in calendar year 1998. His reports covered nearshore and shoreline exercises, open water operations, tug trials, and decanting demonstrations. The declining number of oil spill response exercises was identified as a major issue by the drill monitoring contractor. Forty exercises were monitored in 1995; 30 in 1996; 25 in 1997, and only 16 drills and exercises in 1998. The council has recommended that the Alaska Department of Environmental Conservation plan and coordinate more unannounced drills in the future.

The council's emergency response team participated in two major drills sponsored by the oil shipping industry. In September 1998 BP Shipping conducted a large-scale drill with support from the Coast Guard. This drill addressed the logistics of supporting remote operations several days after a spill larger than the Exxon Valdez spill. Equipment was brought to Prince William Sound from oil-spill response organizations in the Lower 48 and abroad to be

TIM JONES, left, is drill monitor for the citizens' council. He is shown here with council committee volunteer Paul Andrews of Homer during an ARCO oil-spill drill in June of 1999.



ALEXANDER KOTLAROV



ALEXANDER KOTLARSKI

Paul Andrews, a member of the council's Oil Spill Prevention and Response Committee, participated in ARCO's June 1999 oil spill drill. He is shown here during booming exercises on Knight Island in Prince William Sound.

deployed at two Alaska locations for field demonstrations. The citizens' council participated in all aspects of the drill and provided comments and suggestions for the final report.

ARCO Marine sponsored a drill in June 1999. The scenario was a continuation of the earlier BP drill. The ARCO exercise focused on identifying, ranking, and protecting environmentally sensitive shorelines. The council assisted in communication with local communities and promoted the use of local knowledge in the process. A complete report on the ARCO drill will be completed during the summer of 1999.

A major objective of the drill was to exercise a Western Alaska Regional Multi-Agency Coordinating Committee (MAC), which is made up of communities in the region affected by a spill. The citizens' council has long advocated for exercising the MAC in drills, and participated in it fully during the ARCO drill.

INCIDENT MONITORING

The council monitors accidents, oil spills, port closures and potential problems at the Valdez marine terminal or on tankers or escort vessels in the council region. Information is relayed to the council's member organizations. When appropriate, the council solicits advice and suggestions from the communities and forwards them to the incident command. The council has its own Emergency Response Plan to govern its work during an oil spill or other incident. No major oil spills occurred in the council region during the past year. Council volunteers observed and reported on the response to the New Carissa spill near Coos Bay, Oregon, and the incident was reviewed by the council.

TRAINING

Oil spill response training is an important issue for the council for three reasons: worker health and safety is a primary objective of any response operation; the effectiveness of oil recovery efforts depends on well trained and experienced crews; and failure to meet all state and federal training requirements for oil spill workers could delay a response, causing more environmental damage. Hence, the council works to ensure that programs are in place to train full-time response personnel, as well as the fishing vessel crews and other emergency response workers identified in the plans.

During the past year, the council reviewed draft guidelines for emergency response training requirements and submitted comments for consideration by the Coast Guard and state and federal agencies. The council has worked closely with appropriate agencies during

Alyeska's PETE LaPella instructs a crew during ARCO's JUNE 1999 oil-spill drill in Prince William Sound.



ALEXANDER KOTLIKOFF

the review of the tanker contingency plans to ensure that training requirements are appropriately defined.

The council, along with a consortium of other entities, provided funding for an oil spill simulator installed at Prince William Sound Community College in Valdez in early 1999. The simulator is being used to train oil spill responders in the classroom, but with realistic simulation of conditions in Prince William Sound.

DISPERSANTS

Dispersants break oil into tiny droplets that disperse throughout the water column rather than floating on top in a slick. These chemicals are viewed as an alternative oil-spill response technology worldwide. The council remains cautious, calling for dispersant use in Prince William Sound only after skimming and other mechanical methods that actually remove spilled oil are carefully evaluated and ruled out.

In September 1998, after seeking input from the council's member entities and local citizens, the council submitted comments on proposed mandatory dispersant requirements. The Coast Guard held a series of public meetings and requested comments as that agency considered requiring oil shippers to stockpile dispersants for oil-spill response. As this report went to press, the Coast Guard had not reached a decision on the question.

The council sponsors a dispersant working group to review current literature on the subject and to seek out opportunities for scientific research to answer questions about the effectiveness and environmental impacts of these compounds.

A member of the council's Scientific Advisory Committee and a Coast Guard representative co-authored a paper on dispersants that was presented at the 1999 International Oil Spill Conference.

IN-SITU BURNING

This is a technique for cleaning up spilled oil by burning it in place. Based on a 1998 technical report commissioned by the council, comments have been provided to the Alaska Regional Response Team during the process of revising guidelines for use of this technique in Prince William Sound.

OIL SPILL RESPONSE & CLEAN-UP TECHNOLOGY

The council monitors new technology through literature review, by attending technical conferences and seminars, and by first hand observation of testing and use of new response tools.

The council continued investigating ways to use archived weather data from Prince William Sound and the Gulf of Alaska to



A CREW loads equipment from the Krystal Sea on Knight Island during ARCO's June 1999 oil-spill drill in Prince William Sound.



THE RESPONSE VESSEL KRystal SEA, SHOWN HERE AT KNIGHT ISLAND, PARTICIPATED IN ARCO'S JUNE 1999 OIL SPILL DRILL IN PRINCE WILLIAM SOUND.

ALEXANDER KOTLAROV

projecting spill trajectories and other weather-related phenomena affecting oil spill response capabilities.

determine how often wind and sea conditions are severe enough to endanger oil tankers. In addition, the council has contributed to studies being conducted by the Prince William Sound Science Center to collect weather and current data. This information may be useful for

FIRE PROTECTION

The council continues to work to improve marine and terminal fire fighting capabilities. In June 1999, a multi-stakeholder steering committee prepared plans for an October 1999 symposium to train and certify land-based firefighters to respond to shipboard fires. The symposium will include a full scale exercise aboard a large ship. A similar event was held in June 1997 when over 100 municipal and volunteer firefighters were certified to respond to marine incidents.

In addition, the council sponsored a two-day workshop in July 1999 for state, federal, and local officials. The first day of the workshop focused on development of fire response plans and the second day on key ingredients of successful "AWAY" teams. These teams are made up of technical experts available for immediate dispatch to a marine fire or other incident.

ALEXANDER KOTLAROV

COMMUNITY RESPONSE PLANNING, PUBLIC OUTREACH & GOVERNMENT RELATIONS

COMMUNITY IMPACTS

A major council milestone was achieved with the completion of "Coping with Technological Disasters: A User Friendly Guidebook." For several years the council has sponsored studies to develop coping strategies for the social problems created by a large technological disaster. The guidebook is primarily based on a study that found the Exxon Valdez oil spill created numerous social problems in Cordova, Alaska. Mitigation strategies were developed and tested there. The guidebook was developed from the results of the study and from applied research with significant contributions from volunteer community representatives.

The guidebook has been distributed throughout the council region, to other communities in Alaska, and to other U.S. locations, such as Coos Bay, Oregon, site of the New Carissa oil spill, and Bellingham, Washington, site of a pipeline explosion. During the coming year, the council will assist communities in the region to understand the guidebook and adapt it for local use.

COMMUNITY OUTREACH

The council staff includes a full-time position devoted to fostering relationships with the 18 communities and interest groups that make up the council. The Community Liaison visits communities in the region and attends member group functions, gives presentations, and encourages citizen involvement in the council's work.

The citizens' council worked with community and agency partners to plan special educational events for the tenth anniversary of the Exxon Valdez spill. Highlights included an Art and Essay contest and a newspaper about the history and impacts of the spill.



JOHN DEVENS

Background: Alyeska replaces a trans-Alaska pipeline valve at the foot of Thompson Pass, September 1998.
JOHN DEVENS, EXECUTIVE DIRECTOR, MONITORS THE REPLACEMENT ON BEHALF OF THE CITIZENS' COUNCIL.



STAN JONES

Bob Shavelson, head of a HOMER ENVIRONMENTAL GROUP, addresses the citizens' council board at its May 1999 meeting.

The council uses electronic mail and its Internet site to provide information about its activities and about oil transportation issues to Alaska citizens and to the world.

The council staff presented papers on citizen participation at a conference of the International Association for Public Participation in the fall of 1998 and at the International Oil Spill Conference in Seattle in the spring of 1999. In addition, council executive director John Devens helped coordinate, and chaired, a panel on partnerships and teamwork at the Seattle conference. Devens and Deputy Director Marilyn Leland served on the abstract review panel for the conference.

OBSERVER

The council increases public awareness on a wide range of issues pertaining to crude oil transportation through publication of *The Observer*, a quarterly newsletter distributed throughout Prince William Sound, northern Gulf of Alaska, lower Cook Inlet and the Kodiak Archipelago. The *Observer* is also sent on request to interested citizens elsewhere, as well as regulators and industry.

The *Observer* covers council activities, developments in the oil transportation industry and news about policy and operational issues related to marine oil transportation. Major oil spill drills are usually covered, and Alyeska is invited to submit a column for each issue. In the course of preparing articles for *The Observer*, the council frequently invites feedback from appropriate industry and regulatory personnel.



GOVERNMENT RELATIONS

The council monitors state and federal legislation and regulations that relate to terminal or tanker operations, or to oil spill prevention or response.

In April 1999, the council wrote the Alaska Legislature to support adequate funding for the Alaska Department of Environmental Conservation, and to oppose a measure to transfer the Alaska Coastal Management Program to the state's Department of Natural Resources.

The council monitored and commented on issues related to the phase-in of the federal requirement for double-hull tankers in U.S. waters. The council submitted comments to the Coast Guard and testimony to Congress advocating strict adherence to the timeline laid out in the Oil Pollution Act of 1990.

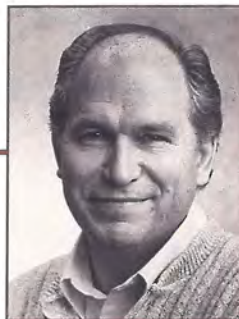
RECERTIFICATION

The Coast Guard certifies the council as the federally approved citizens' advisory group for Prince William Sound, pursuant to the Oil Pollution Act. The council has been the certified group since 1991.

Under the annual recertification process, the Coast Guard assesses whether the council fosters the general goals and purposes of the Act and is broadly representative of the communities and interests as envisioned in the Act.

As part of its review, the Coast Guard considers comments from industry, interest groups, and citizens. The council fulfills the requirement for an industry-funded citizens advisory group, but it was established before the law was enacted.

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Member at Large
Kenai Peninsula Borough



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COPELAND
Member at Large
Oil Spill Region
Environmental Coalition



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LODGE
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CARL
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Emergency Services

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CHUCK FREY
U.S. Forest Service



BOARD of DIRECTORS

DIRECTORS

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ALLEN
*Tatitlek Corp.
Tatitlek Village
IRA Council*



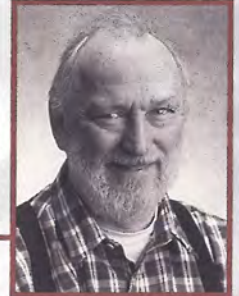
PATIENCE
ANDERSEN-
FAULKNER
*Cordova District
Fishermen United*



CHARLES
CHRISTIANSSEN
*Kodiak Village
Mayors Assoc.*



WAYNE
COLEMAN
Kodiak Island Borough



TOM
JENSEN
*Alaska State
Chamber of Commerce*



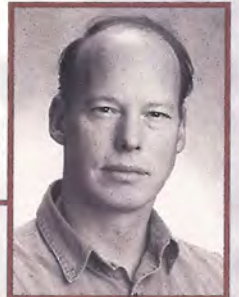
STEPHEN
LEWIS
City of Seldovia



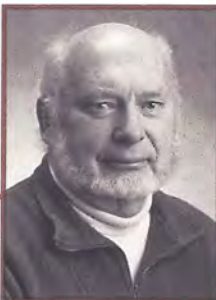
BILL
LINDOW
*Prince William Sound
Aquaculture Corp.*



PAUL
MCCOLLUM
City of Homer



STAN
STEPHENS
*Alaska Wilderness
Recreation &
Tourism Assoc.*



DARRELL
TOTEMOFF
*Chenega Bay Corp.
Chenega IRA Council*



THOMAS
WALTERS
City of Kodiak



MIKE
WILLIAMS
Chugach Alaska Corp.



STANDING COMMITTEES

Four standing committees advise the Board of Directors and council staff on projects and activities. Committee volunteers also assist the staff on individual projects. The advisory committees are made up of interested citizens, technical experts, and members of the council board. Committee volunteers are selected through an annual application process. They are appointed to two year terms and may serve consecutive terms.

POVTS

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Bill Conley, Valdez
Tex Edwards, Anchorage
Linda Lee, Valdez
Dennis Lodge (Council Director), Seward
Neil Schultz, Cordova
Eric Lopez, Valdez

OSPR

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Paul Andrews, Homer
Jon Dahlman, Seward
Natasha Edwards, Girdwood
Tom Copeland (Council Director), Cordova
Gail Evanoff, Chenega Bay
Joe Jabas, Valdez
Karl Pulliam, Seldovia
Gordon Scott, Girdwood
Lou Weaver, Valdez

SAC

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Gig Currier, King Salmon
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& ENVIRONMENTAL
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Bob Benda, Valdez
David Kang, Kodiak
Paul McCollum (Council Director), Homer
Joe Price, Valdez
Tony Restivo, Valdez
George Skladal, Anchorage
Stan Stephens (Council Director), Valdez
Janice Wiegers, Fairbanks



ALEXANDER/ICLADON

The citizens' council chartered the Auklet, left, to help monitor a major BP oil-spill drill in September 1998. Also shown is the fishing vessel Kristina, which participated in the drill.

PRESENTATIONS & PAPERS BY STAFF, VOLUNTEERS & CONTRACTORS

BIOLOGICAL INVASIONS OF COLD-WATER COASTAL ECOSYSTEMS: BALLAST MEDIATED INTRODUCTIONS IN PORT VALDEZ/PRINCE WILLIAM SOUND, ALASKA.

(Report by Dr. Anson Hines, Smithsonian Environmental Research Center.) Presented by RCAC Project Manager Joel Kopp, April 12, 1999. Study Group on Ballast Water and Sediments. Llandudno, Wales

OIL SPILL RESPONSE AND PREVENTION: CAN IT HAPPEN AGAIN?

Panel appearance by RCAC Executive Director John Devens, March 1999. Symposium — Legacy of an Oil Spill: 10 Years after Exxon Valdez. Anchorage, Alaska.

COMMUNITY RECOVERY FROM THE EXXON VALDEZ OIL SPILL: MITIGATING CHRONIC SOCIAL IMPACTS. Presenter and co-author: J. Steven Picou, Ph.D., University of South Alabama, RCAC contractor, March 1999. Legacy symposium, Anchorage.

COMMUNITY STRESS MANAGEMENT FOR TECHNOLOGICAL DISASTERS:

A GUIDEBOOK FOR COMMUNITY LEADERS AND MENTAL HEALTH PROFESSIONALS. Poster presentation by Lisa Ka'ahue, RCAC Project Manager, March 1999. Legacy symposium, Anchorage.

A DECADE OF PROGRESS, A VISION FOR THE FUTURE IN PRINCE WILLIAM SOUND (Panel discussion moderated by Mark Hamilton, University of Alaska President). Participation by John Devens, RCAC Executive Director, March 1999. Symposium — Partners in Prevention, a decade of progress in Prince William Sound. Valdez, Alaska

VALDEZ OVER THE LAST DECADE (Panel discussion moderated by Dave Dengel, Valdez City Manager). Participation by John Devens, RCAC Executive Director, March 1999. Prevention symposium, Valdez.

HOW OIL HAS AFFECTED ALASKA. (Panel of former Alaska governors) Moderated by RCAC Board Member Stan Stephens, March 1999. Prevention symposium, Valdez.

CITIZENS AND INDUSTRY WORKING TOGETHER TO MAKE OIL TRANSPORTATION SAFER. Leann Ferry, RCAC Community Liaison, March 11, 1999. 1999 International Oil Spill Conference, Beyond 2000: Balancing Perspectives. Seattle, Washington.

TEAM BUILDING. Session chaired by RCAC Executive Director John Devens, March 1999. International Oil Spill Conference, Seattle.

DISPERSANT USE IN ALASKA: AN UPDATE. (Report by Ken Trudel, S.L. Ross Environmental Research Ltd., et al.) Presented by RCAC Scientific Advisory Committee volunteer Peter Armato (with Coast Guard Captain Ron Morris), March 1999. International Oil Spill Conference, Seattle.

STATUS OF OIL INDUSTRY MONITORING. Lynda Hyce, RCAC Deputy Director, March 1999. Oil Spill Recovery Institute/Cordova District Fishermen United Small Spill Workshop. Cordova, Alaska

CASE STUDY: CITIZENS MAKING OIL TRANSPORTATION SAFER IN ALASKA. John Devens, RCAC Executive Director; Leann Ferry, RCAC Community Liaison, October 7, 1998. 1998 International Association of Public Participation International Conference and Workshops. Tempe, Arizona

OIL SPILL PREVENTION IN PRINCE WILLIAM SOUND. Lynda Hyce, Deputy Director, July 1998. States/British Columbia Oil Spill Task Force 1998 Annual Meeting. Newport, Oregon

MISCELLANEOUS

1997-98 IN REVIEW. RCAC, 7/1/98. SR\ANNUAL REPORT\97-98

THEN AND NOW: CHANGES IN OIL TRANSPORTATION SINCE THE EXXON VALDEZ SPILL. RCAC, 3/24/99. RCAC\Then and Now\9903\sj

CONTRACTOR REPORTS

1997-98 ANNUAL LTEMP MONITORING REPORT.
Kinnetic Laboratories, Inc., 9/15/98.
C\608.98.1\97-98 Annual

BIOLOGICAL INVASIONS OF COLD-WATER COASTAL
ECOSYSTEMS: BALLAST-MEDIATED INTRODUCTIONS IN
PORT VALDEZ, ALASKA. Dr. Anson Hines/Smithsonian
Research, 12/4/98. C\632.98.1\NIS Progress Report

DRILL MONITORING ANNUAL REPORT - 1998.
Tim Jones, 5/7/99. C\605.99.1\1998Annual

ELEVENTH SURVEY REPORT - LTEMP.
Kinnetic Labs. Inc., 9/10/98. C\608.98.11th\LTEMP

FINAL REPORT: VAPOR CONTROL TECHNOLOGY
AND MAINTENANCE REVIEW.
Sierra Research, Inc., 4/23/99.
C\629.97.1\Vapor Review

SITE-SPECIFIC RESPONSE PLANS FOR SENSITIVE AREAS:
A REVIEW OF OTHER STATES' METHODS WITH
RECOMMENDATIONS FOR ALASKA. Tim L. Robertson,
9/2/98. C\402.98.1\GRPs

COPING WITH TECHNOLOGICAL DISASTERS:
A USER FRIENDLY GUIDEBOOK.
RCAC, 5/7/99. C\644.98\CIP Guidebook

NOTE:
LTEMP= Long-Term Environmental Monitoring Project.

PRESS RELEASES SENT TO NEWSPAPERS & BROADCASTERS

CITIZENS' GROUP CALLS ON CONGRESS TO UPHOLD
DOUBLE-HULL TANKER REQUIREMENTS.
June 30, 1999.

FREE GUIDEBOOK WILL HELP COMMUNITIES COPE WITH
OIL SPILLS, OTHER MAN-MADE DISASTERS.
June 11, 1999.

CITIZENS' COUNCIL ELECTS NEW OFFICERS.
May 11, 1999.

SPEAKERS' LIST SET FOR 10TH-ANNIVERSARY SYMPOSIUM
IN VALDEZ, MARCH 12, 1999.

COAST GUARD GIVES UNCONDITIONAL RECERTIFICA-
TION TO CITIZENS' GROUP.
Jan. 13, 1999

CITIZENS' COUNCIL RECOGNIZES HARD-WORKING
VOLUNTEERS. December 7, 1998

RECERTIFICATION APPLICATION AVAILABLE FOR
PUBLIC REVIEW. August 11, 1998

NOTE:
Press releases are written by Public Information Manager Stan Jones.

GUEST EDITORIALS SENT TO ALASKA NEWSPAPERS

A TIME TO STAND UP FOR SAFER TANKER OPERATIONS.
RCAC Executive Director John Devens,
May 1999.

A VALDEZ MAYOR LOOKS BACK ON THE EVENT
THAT CHANGED ALASKA. RCAC Executive Director
John Devens, March 1999.

TEN YEARS OF COMBATING COMPLACENCY HAS
PRODUCED RESULTS. RCAC Board President Stan
Stephens, March 1999.

CITIZENS MUST BE HEARD DURING OIL-SPILL RESPONSE.
RCAC Executive Director John Devens,
December 1998

TIME TO GO SLOW ON OIL DISPERSANTS.
RCAC Board President Stan Stephens,
September 1998.

For copies of publications, contact the council's Anchorage office.



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rcac
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ANCORAGE

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Prince William Sound
Regional Citizens' Advisory Council



Regional Citizens' Advisory Council

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