

THE OBSERVER

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Oil storage tank inspection delays at Valdez Marine Terminal worry council

The council is concerned about the number of recent requests by Alyeska Pipeline Service Co. to delay inspections of crude oil storage tanks at the Valdez Marine Terminal.

The tanks are typically inspected on a 10 year cycle, both internally and externally, to check for corrosion and mechanical fatigue. Extensions of a few years are sometimes permitted based on the extent of corrosion during previous inspections, the usage of the tank, and whether the tank floor has had cathodic protection, a system to control corrosion, installed.

The lengths of the inspection intervals generally follow those recommended by the American Petroleum Institute, an oil and gas industry association that sets such standards.

While the tank interiors are accessible during these inspections, workers clean out sediments that build up in the bottoms. These sediments can

sometimes cover and block the fire-suppression systems installed on the bottoms. Less comprehensive external inspections using ultra-sound technology are required five years after each internal inspection as an interim check on the tank's condition.

Last fall, Alyeska Pipeline Service Company made a request to the Alaska Department of Environmental Conservation for an extension of the inspection on one of the tanks, known as Tank 5. The tank was due for an inspection in 2012. In February, the department decided to allow Alyeska to postpone inspection until 2014, with the condition that documentation on the operation of the tank be provided to the agency. The council called on the agency to reconsider this decision.

See page 4, **OIL TANKS**



The terminal's storage tanks hold crude oil from the trans-Alaska pipeline until it can be loaded onto tankers. Photo by Linda Robinson.

Groups form coalition for citizen oversight of trans-Alaska pipeline

Cordova-based Copper River Watershed Project has formed a coalition with other Alaska organizations to create a citizen oversight group for the trans-Alaska Pipeline.

The new group, calling themselves Citizen Oversight of the Trans-Alaska Pipeline System, or CO TAPS, and is made up of communities and organizations including Cascadia Wild, Copper Country Alliance, Copper River Watershed Project, Cordova District Fishermen United, Ecotrust, Yukon River Drainage Fisheries Association, Gulkana Village Council, Tazlina Village Council. Various individuals, including Prince William Sound Regional Citizens' Advisory Council

See page 6, **OVERSIGHT**

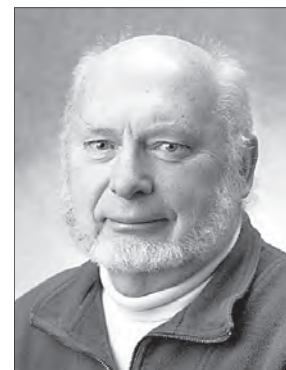
Prince William Sound citizens' council is a very important experiment that must succeed

By **STAN STEPHENS**

Long before the 1989 Exxon Valdez oil spill, a number of other Prince William Sound residents and I were concerned about pollution in our waters and air in Port Valdez. We really got very little support in our concerns no matter where we took them.

John Devens, mayor of Valdez before and during the spill, appointed an ad hoc committee to look into both the pluses and negatives of the oil industry to our region. There were both Alyeska employees and concerned Valdez residents on the committee. I was appointed chair

See page 5, **EXPERIMENT**



Stan Stephens

AK Chamber of Commerce - AK Wilderness Recreation & Tourism Assoc. - Chenega Bay - Chugach Alaska Corp. - Cordova - CDFU - Homer - Kenai Peninsula Borough - Kodiak - Kodiak Island Borough - Kodiak Village Mayors - OSREC - Port Graham Corp. - PWS Aquaculture Corp. - Seldovia - Seward - Tatitlek - Valdez - Whittier

INSIDE THE OBSERVER

Valdez educator enthusiastic about working with council's outreach committee, p. 2



Coast Guard: Dual tug escorts for double hulled tankers continue in Sound, p. 2



Mark Swanson: The final lesson of the Exxon Valdez is oil spill prevention, p. 3



Alyeska: Recognized as one of world's most ethical companies, p. 3



Three council members resigning from board, p. 5

Oil spill lesson for Kodiak students, p. 6

Show us what needs protection from spilled oil in your community, p. 7

Community Corner: Spring outreach events around Alaska, p. 8



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Volunteer Profile

Valdez educator enthusiastic about working with council's outreach committee

Ruth E. "Ruthie" Knight is excited about the work of the council's Information and Education Committee.

"I think it's the best committee that we have," Knight said. "I just love the direction we are going, trying to get more youth involved. If you get the youth involved and get them educated, it's going to be sustainable."

She joined the committee in 2009, encouraged by her friend and Valdez board representative, Dorothy Moore.

Knight is passionate about Alaska and wants to keep the environment of the state as pristine as possible.

Born and raised in sunny, warm Prescott, Arizona, Knight fell in love with Alaska when she was very young.

"We had our first family vacation up here, spent about six weeks in Alaska with two other families. I caught my first salmon in Haines. I loved the area, so my plan since I was 12 was to move to Alaska."

Although she loves it now, Knight almost didn't go into education. She swore as a kid that she wouldn't be a teacher after seeing her mother, another teacher, work so hard.

"I was going to be a doctor or a research scientist," Knight said. She studied medicine, getting her degree in what is now called molecular biology and a minor in chemistry and math.

She ended up marrying Alan Sorum, now a project manager for the council. Sorum's work meant that the couple had to move to the remote area of Crown King, Arizona.

"There weren't any jobs up there for someone with a degree," Knight said.

"The year we moved there, the teacher had 16 kids in a one-room schoolhouse, kindergarten through eighth grade," Knight said.

The teacher, desperate for help in the classroom from another person with a degree, asked Knight to take a job as a teacher's assistant.

Knight did, and fell in love with teaching.

"It was probably the best entry you could get into teaching, because she was so organized," Knight said.

At the end of that first year, the teacher left the school. Knight took classes to get certified to teach and replaced her. Knight taught for a few years in rural Arizona before moving back to Prescott, where she finally got an opportunity to teach in a science and math classroom. She also began working as a science curriculum coordinator.

In 1990, Knight finally realized her childhood dream, and moved with Sorum and their two kids to Wrangell, Alaska. There, she taught math, science, and health to middle school kids and physical science and biology at the high school.

After moving to Valdez in 1999, she ended

up teaching gifted and talented students in kindergarten through twelfth grade.

"I like middle school, fifth through ninth grades. They are a challenge, but you can still get them to wonder and go 'AH!' You can still excite them."

Knight is pleased with the success of several of the Information and Education Committee's projects.

The committee helps fund youth-focused projects related to the council's mission through the Youth Involvement Program. Schools and other organizations can propose ideas to be considered for funding. The program tries to leverage limited council funding by partnering with schools and communities to achieve environmental objectives.

"I've seen here in Valdez how it's helped both of our Biology 2 classes and our fifth grade



Ruthie Knight

See page 6, **VOLUNTEER**

From the Coast Guard

Dual tug escorts for double hulled tankers continue in Sound

On October 15, 2010, the Oil Pollution Act of 1990 was amended by the Coast Guard Authorization Act of 2010. The new act formally mandates dual tug escorts for all double-hulled, laden oil tankers over 5,000 gross tons transiting Prince William Sound. Dual escorts, however, are nothing new for the Sound.

Twenty-three years ago, the United States experienced one of the most catastrophic casualties in history when the tank vessel Exxon Valdez grounded on Bligh Reef, spilling approximately 11 million gallons of North Slope crude oil into Prince William Sound. The oil impacted more than 1,100 miles of Alaskan coastline and resulted in dramatic environmental, economic, health, and social consequences for communities inside and outside the Sound. Lessons learned

from the Exxon Valdez grounding, however, served as significant building blocks for major changes to the country's preparedness and response framework and forever changed the culture of environmental protection within the United States.

The Oil Pollution Act effectively bolstered federal and private sector oil spill response planning and operations, and included a requirement for dual tug escorts of single-hull bulk oil tankers over 5,000 gross tons. Due to remote geography, lack of accessibility to response resources, and harsh weather conditions, the maritime industry in Prince William Sound went one step further and voluntarily implemented dual escorts for all oil-laden tankers, regardless of hull structure. Industry's proactive efforts effectively created a premier ship escort and response system solely dedicated to preventing and responding to oil spills from tankers involved in trans-Alaska pipeline trade.

Prince William Sound tugs are specially designed for escort duties in Alaska's harsh and remote environment. Synchronized operations between the two escort tugs effectively control tanker movements within 3,000 feet of travel following a steering or propulsion casu-

ality. The secondary escort tug can also provide vital real-time information regarding potential ice hazards as the tanker navigates ice debris from Columbia Glacier. Recognizing harsh weather conditions in Alaska exacerbate containment, control, and recovery operations, both tugs also have firefighting and pollution response equipment on board to help mitigate environmental impact immediately following a spill until additional response resources can arrive on scene.

By including the escort requirements in the 2010 Coast Guard Authorization Act, Congress codified the existing sound practice of dual escorts for all tankers in Prince William Sound. That they chose to implement an existing prevention practice developed through regional stakeholder cooperation is a testament to the dedication and vigilance of regional stakeholders. Working collaboratively, regulators, industry and local communities have proactively addressed risks to the safe, secure transit of oil tankers in the Sound. It is this type of collaboration that will continue to be critical to protecting the Sound and those who live and work here.

• Benjamin J. Hawkins is commanding officer of Marine Safety Unit Valdez.



Benjamin J. Hawkins



Two tugs escort a tanker through Prince William Sound. Photo by Allie Ferko, Coast Guard.

From the Executive Director**What's in a name? "Exxon Valdez" reminds of need for spill prevention**

The Exxon Valdez is both the name of a ship and for 23 years now the name of this nation's best-known environmental disaster, the Exxon Valdez oil spill. This is the spill that the tragically inattentive navigation of that ship created. In Alaska that seminal event changed everything.

Last month folks from all over the world read about the final sale of the Exxon Valdez to ship-scrapers who will drive the vessel full speed onto some remote beach in India at high tide. There, large crews of wage laborers with almost no personal protective equipment and no environmental protections or safeguards will carve her up into small pieces of scrap steel.

So, at the end of a quarter century of useful commercial service under a series of owners, a ship infamous for unleashing enormous and unprecedented environmental, human and animal health damages becomes the occasion for a bit more environmental and human health damage. At least the steel from the hull has value as a commodity with a reported scrap price of roughly \$16 million and that steel will be recycled.

The history of this ship exemplifies the fundamental inevitability of accidents. Her major accident occurred while she was still a

relatively new three-year-old ship. Even so, the Exxon Valdez, sailing under a different name and with different owners, had a second major navigational accident in her working life.

After her horrible accidental grounding on Bligh Reef in Prince William Sound, she was banished to service in Europe as the re-named SeaRiver Mediterranean. Roughly two decades later, her hull configuration and age made her unusable even in Europe for further service as an oil tanker and she was re-sold and converted to an ore carrier and re-named and re-sold twice more. While serving as an ore carrier, the old Exxon Valdez suffered a damaging collision with another ship in Asian waters. Doubtless over the course of her 25 years she encountered many lower-consequence mechanical and structural issues as well.

Much closer to home, over these past few months, we have seen many (way too many) mechanical and navigational failures. The list includes: a soft mud grounding, a suspected collision with a piece of glacial ice, and even the sinking of a dry-dock, each involving Crowley tugs contracted by SERVS.

We have also been advised of the accidental

puncture of the bottom shell plate and bottom ballast tanks of one of the Prince William Sound oil tankers, the Alaskan Navigator, and chock damage to another, the Overseas Martinez, both incidents occurring in waters outside Prince William Sound. These incidents and accidents generally had minimal consequences and thankfully none involved any injuries or environmental damages. Most however, could have turned out much worse.

Accidents obviously don't just happen to the

feckless. These involve good companies, operating good ships, some nearly brand new with well-trained crews. So, despite all the talk and self-congratulations we hear about excellence and continuous improvement, accidents still happen. Continued and improved vigilance is still required.

This year as with many others the news is definitely mixed. Every spill-less anniversary since the Exxon Valdez spill is a reminder of how much things have improved since 1989—double hulls, escort tugs, ice radar, better response capability, and more transparency in how these risks are being managed. But the name Exxon Valdez remains a symbol of one of the worst days in Alaska history.

Prevention reduces probabilities for another spill and preparedness measures can reduce the severity of consequences when accidents do happen. We need to remember that bad stuff still happens to ships with alarming regularity, even to good ships. It's a near statistical certainty. Knowing this, we cannot and should not be tempted to acquiesce to perennial industry arguments to reduce or forego expensive and cumbersome protections or response capabilities.

The ship Exxon Valdez may soon be scrap metal but the issues of risk and consequence she exemplified and drove into the public conscience around the entire world remain with us. On this 23rd anniversary of the Exxon Valdez oil spill and the occasion of the vessel being scrapped, the name Exxon Valdez can serve a positive purpose in reminding us that accidents continue to happen and people continue to occasionally forget our vulnerability in the face of risks of ships and the maritime transportation of oil.

So what is in a name? Simply a reminder that we have to continue to do everything we can possibly think of to help prevent oil spills. • Mark Swanson is executive director of the Prince William Sound Regional Citizens' Advisory Council.



Mark Swanson



The oil tanker Exxon Valdez ran aground on a charted rock, Bligh Reef, in Prince William Sound on Good Friday, March 24, 1989. Photo courtesy of the Exxon Valdez Oil Spill Trustee Council.

From Alyeska Pipeline**Alyeska recognized as one of world's most ethical companies**

Thanks to the sustained efforts of Alyeska personnel all across the company, Alyeska Pipeline was recently recognized by the Ethisphere Institute as one of the world's most ethical companies for 2012. Over 5000 companies were nominated for recognition, only 145 were selected. Alyeska is the only company headquartered in Alaska to be so honored.

At Alyeska, we work at always doing the right thing across our activities. This means working safely, protecting our environment, treating each other with respect, and adhering to transparent, positive business practices. These values are constant objectives – not because of accident rates or statistics, but because working safely and protecting our land, water and air are values we believe in and live by. We all want people to go home safe at the end of a shift and every day during their career. We care for Alaska

because we live here and call Alaska home, we care for each other and our communities for the same reason.

The award recognizes that Alyeska has a strong ethics program – key to a successful business model – but programs and processes don't matter if employees don't follow and support them. The award really salutes the behavior of our personnel, our values, our effective community and stakeholder outreach, and our commitment to ethical business standards.

I want to thank everyone who helped earn this recognition by embracing strong values, every day. At Alyeska, we're operating in new territory. We have never operated the Trans-Alaska Pipeline System at such a low throughput. The decline is ongoing and challenges are real. The best long-term solution for Alaska is more oil in the pipeline. In the short term, we are

addressing today's technical challenges to ensure safe, efficient and reliable operations that deliver the oil Alaska and America depends on. So congratulations to all the other award recipients. And to all of you at Alyeska, take a minute to be proud of what this honor represents, and keep up the great work.

• Thomas Barrett is president of Alyeska Pipeline Service Company



Thomas Barrett

OIL TANKS: Council concerned about inspection delays

Continued from page 1

"Routine tank inspections are critical oil spill prevention measures that are in place and necessary to protect the Prince William Sound environment," wrote the council's executive director, Mark Swanson, in a Feb. 9 letter to the agency.

The agency responded that they are comfortable with the decision to delay the inspection.

An inspection of another of Alyeska's tanks, Tank 10, is due this year. Alyeska has requested a postponement of this inspection. The council has asked the Department of Environmental Conservation to reject this request. As the Observer went to press, the council had not received a response from the agency about Tank 10.

The storage tanks are over 30 years old, although new floors have

and cathodic protection systems have been installed in all but one of the remaining tanks in service. Each tank can hold approximately 20 million gallons of North Slope crude oil.

Storage Tank 5

Tank 5 was last drained, cleaned, and internally inspected in 2001. A new floor was installed after that inspection revealed significant corrosion of the original floor. The tank was scheduled for another such internal inspection and cleaning this summer to check for corrosion of the 2001 floor and to examine the condition of the tank's walls, roof, and fire-suppression system.

The council is also concerned about corrosion weakening the tank roofs and supporting structure. When Tank 5 was inspected in 2001, measurements showed some of its roof plates were already so corroded as to be thinner than the minimum envisioned in Alyeska's original design. That same inspection showed that corrosion had, in some places, eaten away more than a third of the original metal thickness.

"Due to the size and age of Tank 5, and its location in a critically sensitive habitat and Zone 4 earthquake area," Swanson wrote in the council's Feb. 9 letter, "a minimum inspection regime of 10 year internal inspections and 5 year external inspections is recommended, with more frequent inspections if warranted."

On April 5, the agency responded to the council's concerns. The agency thanked the council for the comments and information provided.

"We have given careful consideration to your concerns and analyses, and we have

determined that we have made the correct decision in granting a waiver for a two year extension of the internal inspection interval for Tank 5," the agency stated.

The letter noted that an external inspection for Tank 5 is still required for 2012.

Storage Tank 10

The second tank the council has concerns about, known as Tank 10, was last inspected in 2000. It was due for another such cleaning and inspection in 2010. That year, Alyeska requested and received an extension of that inspection to 2012.

In recent months, however, the company has sought further delay. In its latest request on Jan. 31, Alyeska asked to postpone the inspection of Tank 10 another four years, until February 2016.

In a February letter to the agency, Executive Director Mark Swanson wrote that the council "is increasingly concerned with APSC's [Alyeska Pipeline Service Co.'s] repeated attempts to extend tank inspection schedules."

Besides going to the Department of Environmental Conservation, the council's letters also went to Alyeska and to the federal Bureau of Land Management, which shares jurisdiction over the terminal with the state.

As the Observer went to press, the agency had not yet made a decision regarding Tank 10.

Upcoming inspections on Tanks 13, 15, and 16

The council is tracking inspections on several other tanks. Tanks 13 and 14, originally due to be inspected in 2010, are anticipated to be inspected this summer. Tank 16 is due for a regularly planned inspection. In August 2011, Alyeska submitted to the agency a new proposed schedule with an inspection date of 2017 for this tank. No explanation was given as to why the inspection interval was being lengthened. The agency decided that Alyeska must either conduct an inspection on this tank by September 2012, or remove the tank from service.

Documents and other information about this issue is available on our website:
Tank 5: http://bit.ly/PWSRCAC_Tank5
Tank 10: http://bit.ly/PWSRCAC_Tank10



Above: The interior of one of the tanks after a 2004 inspection and cleaning.

Below: Exterior of the tank inspected in 2004. An entry hole like the one above can be seen in the photo below between the yellow trailers. Photos by Tom Kuckertz.



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THE OBSERVER is published in January, May, July and September by the Prince William Sound Regional Citizens' Advisory Council. Except where credited to others, articles are written by Amanda Johnson, public communications project manager for the council.

Questions or comments about anything in The Observer? Another topic that you want to hear about? We want your feedback. Send your comments to Amanda Johnson: amanda.johnson@pwsrcac.org

Three council members end their service on board

Three council board members have announced their resignations as of the May meeting of the board of directors. Those leaving the council are Stan Stephens, Sheri Buretta, and Rochelle van den Broek.

Stephens has been involved with the council since 1990, the year the council was formed. He was originally a representative of the Alaska State Chamber of Commerce. From 1992-2008, Stephens represented the Alaska Wilderness Recreation and Tourism Association. He left the board in 2008, but stayed involved through the council's Information and Education Committee. He returned to the board in 2009 to represent the City of Valdez.

Stephens served as president of the board from 1993-95, and again in 1998 and 2004. Stephens has also been a member of the Port Operations and Vessel Traffic System Committee and the Termi-

nal Operations and Environmental Monitoring Committee.

In May 1995, Stephens received a glowing citation from the Alaska State Legislature for his contributions to Alaska as the president of the council.

"Mr. Stephens has devoted thousands of hours and unbounded energy to RCAC's mission. He has been an example for all Alaskans of how citizens can constructively influence decisions that affect their lives and communities," the citation says.

Buretta joined the council as a representative of Chugach Alaska Corporation in March 2000. Through the years, she has been a strong advocate for the interests of the Native communities of the Sound.

Buretta served as treasurer on the council's executive committee since 2008. She chaired the Finance Committee and has been part

of the Board Governance and Legislative Affairs Committees.

In 2010, van den Broek joined the council as an advocate for the town of Cordova. She served as chair of the Board Governance Committee and as an active member of the Terminal Operations and Environmental Monitoring Committee.

"This year unfortunately we are losing three of our very passionate and dedicated board members," said Mark Swanson, executive director of the council.

"Council board members volunteer their time and leadership. Unfortunately, sometimes changes in responsibilities and other life changes preclude the time and energy commitments that come with volunteer board member-



Sheri Buretta



Rochelle van den Broek

ships," Swanson added, "While new representatives have been appointed to carry on the work of representing their member entities in the spill region, Stan, Sheri, and Rochelle have each individually contributed tremendous leadership and vision to the council in their years of service and will be sorely missed."

Replacements were to be seated at the board of directors meeting, May 3 and 4 in Valdez.

EXPERIMENT: Prince William Sound council must succeed

Continued from page 1

of the group.

It was interesting and sometimes slightly heated. We pushed for air and water tests which showed no negative impacts and the people of Valdez were told there was no problem to their health. Many people questioned the validity of the tests. The city and state tended to take the side of the industry, even though it was obvious that the workers at the Alyeska terminal were breathing bad air. The Alaska Department of Environmental Conservation oversight person was harassed and criticized for doing his job. Everything was weighted to protect big oil. The vapors released into the air from loading close to two million barrels of oil daily were terrible. The Ballast Water Treatment Facility was dumping the equivalent of two barrels of oil a day into Port Valdez and the tankers would pump cleaning fluids into the ballast water system.

We had a number of tanker spills before the Exxon Valdez. In the worst one, on January 3, 1989, during loading operations the Thompson Pass spilled a reported 1,700 barrels of oil into Port Valdez due to a 12 foot crack in one of the cargo tanks. The Coast Guard, Alyeska, and the state all congratulated themselves on cleaning up that

spill. Only the ad hoc committee disagreed. A few months later the committee met one evening and discussed the need for an oil cleanup co-op, because we knew that, if we had a big spill, Alyeska, the Coast Guard and the state couldn't handle it. About an hour after we left the meeting, the Exxon Valdez hit Bligh Reef.

The rest is history and doesn't need to be repeated. Because of the outrage worldwide, Congress saw the need to do something.

Many of the residents of Cordova and Valdez pushed hard for a citizens' oversight group and Congress agreed. Together, they worked to form the Prince William Sound Regional Citizens' Advisory Council. This is a courageous group to which we in the Sound and the downstream communities owe a great deal.

The citizens' council must live on. We have had our growing pains but we have done many good things, and are constantly developing programs that benefit the citizens and Alyeska.

We pushed hard to have controls installed so that the vapors released from the loading tankers were captured. We never let up on doing something about the ballast water treatment system that was polluting our water and air. Today we are getting close to a closed system with very little going into our water or air.

The citizens' council worked hard to get and maintain the best oil-spill response system in the world, using local fisherman as the back bone.

The council pushed hard for tanker escorts with the best available technology then available.

Today, we have the safest system on the water for the movement of oil. It still could use improvements, but it is a fairly safe system.

We set weather limits for Valdez Narrows and Hinchinbrook Entrance with the help of the Coast Guard, the tanker companies and the state.

We have done so much more with our different committees, like trying to get the truth about dispersants. Our technical committees have been the backbone of the council board and have been in on the beginning of most changes.

No one likes to have someone looking over their shoulder, but I think our council has learned how valuable and how hard working and committed the Alyeska work force is.

It is not the work force or the local leadership that causes needed work to be left undone with the oil industry. It is the culture of the oil leadership that only understands and works to increase profits for stockholders. They will put off spending money for prevention programs, work programs and safety programs to satisfy their



Stan Stephens

board and stock holders. History has shown that this oil culture has put off work to the point that it has backfired on them and cost their stock holders billions of dollars.

This culture will not change.

The regulators are still controlled by both state and federal politicians and sometimes are kept from doing their job.

Prince William Sound Regional Citizens' Advisory Council must survive and maintain its integrity and professional direction as long as oil is in the pipeline.

The oil culture will not change. The citizens' council must not change either.

From Stan Stephens' journal on April 18, 1989:

"Today is absolute confusion. They found a lot of oil north of Perry Island in Wells Passage. Equipment is starting to break down. So there are less and less skimmers working. The oil is getting so spread out they cannot handle it. Here is a whole month gone by without a real understanding of those in charge how big Prince William Sound really is. I'm dedicating the rest of my life and spare time to the protection of the environment."

Editor's note: Long-term board member Stan Stephens is retiring from the council as of May 2012. He was invited to provide his thoughts for this issue of the Observer.

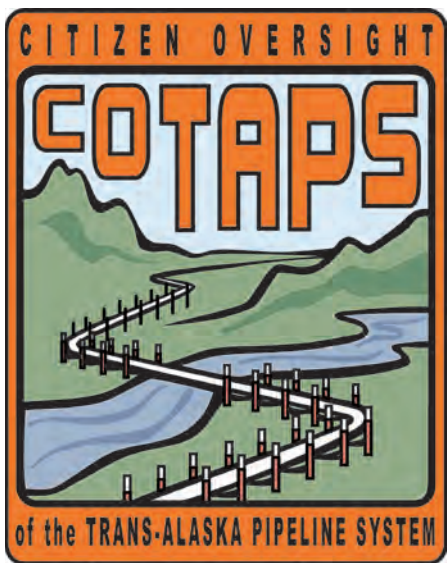
OVERSIGHT: Group forms coalition for trans-Alaska pipeline

Continued from page 1

board members Walt Parker and Stan Stephens have also joined the initiative. However, the Prince William Sound council as an organization is not part of the new group.

The group's mission is to promote the safe transportation of oil and gas from the North Slope to Valdez.

The group has set up a new website to provide information on pipeline oversight and spill prevention and response. The site currently has documents about citizen oversight, facts about the pipeline, reports from workshops sponsored by Copper River Watershed Project, and several technical reports.



This past November, representatives from organizations and communities from areas along the pipeline corridor gathered in Glennallen to develop a strategic plan for the new group.

Kristen Pope, campaign coordinator for the pipeline oversight group, says the next step is to reach out to more stakeholders in areas that could be affected by spills from the pipeline.

The group is concerned that a breach in the line at or near a river crossing could result in oil reaching fish streams or rivers. They maintain that spill cleanup in remote areas would be an enormous challenge.

A 2010 study done by the Copper River Watershed Project projected that a spill in the Tazlina River could pass containment sites and reach the main stem of the Copper River in six hours, which is Alyeska's estimated spill response time.

For more information about Citizen Oversight of the Trans-Alaska Pipeline System, visit the new website, akpipelinesafety.org, or contact Kristen Pope at kristen@akpipelinesafety.org. The group is also on Facebook: <http://on.fb.me/pipelineoversight>

Left: Coalition logo. Below: The trans-Alaska pipeline crosses the Gulkana River. Photo by Kate Alexander.



VOLUNTEER: Youth outreach projects valuable to communities

Continued from page 2

classes," Knight said. "It gives the kids a lot of expertise and education on the Sound, the Gulf, the fish that we eat, and the entire ecosystem."

Another project Knight said has been very well received is the Ocean Science and Leadership Expedition. The program is the result of a partnership between the council, the Cordova-based Prince William Sound Science Center, the non-profit Alaska Geographic, and the Chugach National Forest to help sponsor an annual expedition into the Sound for high school students. The students are immersed in the

environment of the Sound, learning about the ecosystem and the effects of the Exxon Valdez oil spill.

"The students still talk about it and try to get other kids excited about it," Knight said.

"I would like to see us being able to do a coordinated effort with all of the youth organizations in the spill area," Knight said when asked what she'd like to see the committee do in the future. "I think it would be really cool to have a way that all the youth mentors could communicate what is happening, what resources they have, and what kind of projects they are doing."

Kodiak students get oil spill lesson

The council's educational kit created by Kachemak Bay Research Reserve's Jessica Ryan titled "Could it happen here? Coastal mapping and oil spill response activities" was presented to Kodiak students this past January.

The kit is a multi-station activity kit that demonstrates habitat mapping, oil spill response, and marine animal rescue.

The kit was presented in Kodiak to the Marine Stewardship Club, an after-school marine science group for Kodiak students in grades 7-10, and during a public open house.

This kit is available for loan to teachers in our region. Requests for council staff to bring the kit and assist with the presentations can be sent to Linda Robinson: Robinson@pwsrccac.org.



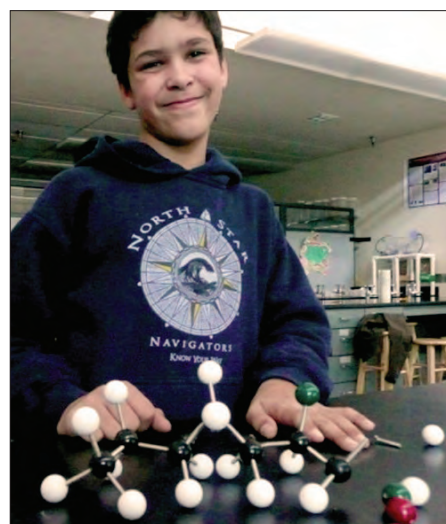
▲ Kodiak's Marine Stewardship Club students explore properties of oil.

Close-up of one of the cups the students were using to mix oil and water. Photos by Switgard Duesterloh.



◀ Jessica Ryan at the arts and crafts station during the public open house. Photo by Switgard Duesterloh.

Cook Inlet Regional Citizens' Advisory Council staffer Sue Saupe traveled to Kodiak to join this event and to share information about the Cook Inlet council's ShoreZone Mapping project. For more about this project, visit the Cook Inlet council's website: <http://bit.ly/K6HZoh>. Photo by Jane Eisemann.



◀ A Marine Stewardship Club member shows off his model of a hydrocarbon molecule. Photo by Switgard Duesterloh.

Share your photos with us!

Show us what needs protection from spilled oil in your community.

We are seeking readers' photos of people, wildlife, land and bodies of water in your communities that need to be protected from spilled oil.

The best photos will be showcased in a photo essay in the September edition of The Observer and spotlighted on our website. All submissions are welcome!

Photo subjects can be anything that has been affected or has the potential to be affected by spilled crude oil. Subjects can include people, scenery, plant life, wildlife, communities, recreation activities, and cultural heritage.

Photos must have been taken in 2011 or 2012. Please include the name of the photographer, location taken and a description.

No more than three submissions

per photographer, please.

Photos may be posted on our website or social media accounts. Full credit will be given to photographer, of course.

High quality photos are best. Photos must be in digital format, .jpg preferred. Sorry, no printed photos or slides will be accepted.

Photographers under the age of 18 must have parental permission to enter their photos. Any person appearing in the photos must give permission to appear in a printed edition of The Observer and on our website, www.pwsrccac.org.

Submissions may be used in The Observer and other publications such as our annual report.

Photos must be received by August 20, 2012.

Questions? Contact Amanda Johnson: amanda.johnson@pwsrccac.org.



Valdez small boat harbor. Photo by Stan Jones.

Council Board Meetings

The citizens' council board of directors meets three times annually. The January meeting is held in Anchorage, the May meeting in Valdez, and the September meeting is rotated among the other communities affected by the Exxon Valdez oil spill.

Here is the tentative board meeting schedule for the coming year:

September 13-14, 2012: Seward

January 17-18, 2013: Anchorage

May 2-3, 2013: Valdez

Board meetings are open to the public, and an opportunity for public comments is provided at the beginning of each meeting. Agendas and other meeting materials are available on the council web site at www.pwsrccac.org/about/boardintro.html. Or, contact either council office: Anchorage, 907-277-7222, or Valdez, 907-834-5000.



Members of the council's board of directors at the January 2012 meeting at the BP Energy Center in Anchorage. Photo by Jeremy Robida.

ABOUT THE COUNCIL'S ADVISORY COMMITTEES

Much of the council's work is done through permanent volunteer committees made up of board members, technical experts, and local citizens with an interest in making oil transportation safer in Alaska.

These standing committees work with staff on projects, study and deliberate current oil transportation issues, and formulate their own advice and recommendations to the council's full board of directors.

Our committees provide an avenue for public participation in the council's work.

The council has five technical committees that provide advice and recommendations to the council's board of directors.

Terminal Operations & Environmental Monitoring:

The Terminal Operations and Environmental Monitoring (TOEM) Committee identifies actual and potential sources of episodic and chronic pollution at the Valdez Marine Terminal.

Members:

Chair: Bob Benda, Valdez
Ken Adams, Cordova
Jo Ann Benda, Valdez
Stephen Lewis, Seldovia*
George Skladal, Anchorage
Rochelle van den Broek, City of Cordova*

Port Operations and Vessel Traffic Systems:

The Port Operations and Vessel Traffic Systems (POVTS) Committee monitors port and tanker operations in Prince William Sound. POVTS identifies and recommends improvements in the vessel traffic navigation systems and monitors the vessel escort system.

Members:

Chair: Bob Jaynes, Valdez
Kari Anderson, Seward
Duane Beland, North Pole
Cliff Chambers, Seward
Bill Conley, Valdez
Pat Duffy, AK State Chamber of Commerce, Valdez*
Jane Eisemann, Kodiak*
Pete Heddell, Whittier
Orson Smith, Seward

Scientific Advisory:

The Scientific Advisory Committee (SAC) sponsors independent scientific research and provides scientific assistance and advice to the other council committees on technical reports, scientific methodology, data interpretation, and position papers.

Members:

Chair: Dr. John Kennish, Anchorage
Co-Chair: Dr. Mark Udevitz, Anchorage
Dr. John French, Seward*
Dr. Roger Green, Hope
Dorothy M. Moore, Valdez*
Dr. Debasmitta Misra, Fairbanks
Dr. Dave Musgrave, Palmer
Dr. Paula Martin, Soldotna

Oil Spill Prevention and Response:

The Oil Spill Prevention and Response (OSPR) Committee works to minimize the risks and impacts associated with oil transportation through strong spill prevention and response measures, adequate contingency planning, and effective regulations. The committee reviews oil spill response plans (contingency plans); monitors state and federal laws and regulations; monitors and participates in oil spill drills; and investigates developments in prevention, containment, response, and cleanup technology.

Members:

Chair: John French, Seward*
Vice Chair: Gerald Brookman, Kenai
David Goldstein, Whittier
Joe Jabas, Anchor Point
John LeClair, Anchorage
Walter Parker, Anchorage*
Gordon Scott, Girdwood
John Velsko, Homer*

Information and Education:

The Information and Education Committee (IEC) supports the council's mission by fostering public awareness, responsibility, and participation through information and education.

Members:

Chair: Patience Andersen Faulkner, Cordova*
Co-Chair: Kate Alexander, Cordova
Jane Eisemann, Kodiak*
Cathy Hart, Anchorage*
Mary Katzke, Anchorage
Ruth E. Knight, Valdez
Savannah Lewis, Seldovia
Allen Marquette, Cordova
Mary Wasche, Eagle River

*council director

Community Corner

Spring outreach events around Alaska

By **LINDA ROBINSON**
Council Outreach Coordinator

The council was well represented at February's 14th annual Alaska Forum on the Environment educational conference in Anchorage. Board members Cathy Hart, John French and Walt Parker attended many of the sessions. Staff members Linda Swiss, Alan Sorum, Joe Banta and Roy Robertson all participated in the oil spill sessions as moderators or panelists and Donna Schantz was able to attend some of these sessions. Staff member Amanda Johnson and Information and Education Committee member Ruthie Knight spent a lot of time talking to conference attendees at the council booth. I was on the planning committee for the event and coordinated the oil spill sessions. It was a successful event with lots of information sharing and ideas for future projects in which the council might be able to partner with individuals or organizations to help improve oil spill prevention and response for our region. Thanks to all who helped with this annual event.

In March, staffer Alan Sorum and volunteer Ruthie Knight set up the council's information booth at the Alaska Science and Engineering Fair in Anchorage. The fair was open to students from kindergarten through 12th grade to enter projects in science, engineering, computer science, or mathematics.

Two conferences were held in April. The annual Alaska Wil-

derness, Recreation and Tourism Association conference was held in Girdwood. Executive Direc-



Linda Robinson

tor Mark Swanson was a featured speaker at this event. Staffer Roy Robertson represented the council at ComFish, an annual commercial fishery tradeshow in Kodiak, with the help of board member Jane Eisemann.

Council staff members Linda Robinson and Mark Swanson joined with Information and Education Commit-

tee volunteer Savannah Lewis to attend the presentation of the oil spill educational program "Can it happen here?" in Seldovia on April 23. This training module was developed by the research reserve partnering with the council. The program debuted in Homer in 2011. After the original presentation, Jessica Ryan of the Kachemak Bay Research Reserve created a traveling version of the program. It was recently presented to school children in Kodiak and is scheduled for delivery in Port Graham and Nanwalek later this summer.

See page 6 for more on the curriculum presentation in Kodiak.

Through the Youth Involvement Project, the council has collaborated with a number of organizations and students in the region on projects that, among other things, teach them about the Exxon Valdez oil spill, the council, the Coast Guard, and Alyeska Pipeline Service Co. Our hope is this program will help to introduce students to the region, increase public awareness of oil spill prevention and response, and encourage them to become stewards of the environment. We anticipate advertising a request for proposals once again in May.

The Information and Education committee welcomed new members this spring, Allen Marquette, Mary Wasche, and Mary Katzke. Marquette, formerly a science educator with the Prince William Sound Science Center, managed all of the community education programs for the Center. He will continue to run some of the student outreach projects in Prince William Sound. Wasche is a writer, having contributed to national magazines and regional papers. Katzke is a film producer, writer, and photographer. Diane Selanoff, board member representing the Port Graham Corporation, also joined the Information and Education committee.



Board member Cathy Hart poses with the "Bag Monster" at the Alaska Forum on the Environment. The costume was created using 500 plastic grocery bags. Photo by Amanda Johnson.

**PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY
COUNCIL**

The Prince William Sound Regional Citizens' Advisory Council is an independent, non-profit corporation formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts of the trans-Alaska pipeline terminal and tanker fleet.

The council has 19 member organizations, including communities affected by the Exxon Valdez oil spill and groups representing Alaska Native, aquaculture, environmental, commercial fishing, recreation and tourism interests in the spill region.

The council is certified under the federal Oil Pollution Act of 1990 as the citizen advisory group for Prince William Sound, and operates under a contract with Alyeska Pipeline Service Co. The contract, which is in effect as long as oil flows through the pipeline, guarantees the council's independence, provides annual funding, and ensures the council the same access to terminal facilities as state and federal regulatory agencies.

The council's mission: Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

Board of Directors

- Pres.: Dorothy Moore - City of Valdez
- Vice Pres.: Pat Duffy - Alaska State Chamber of Commerce
- Secretary: Thane Miller - Prince William Sound Aquaculture Corp.
- Treasurer: Sheri Buretta - Chugach Alaska Corporation

- Al Burch - Kodiak Island Borough
- Jane Eisemann - City of Kodiak
- Larry Evanoff - Community of Chenega Bay
- Patience Andersen Faulkner - Cordova District Fishermen United
- John S. French - City of Seward
- Cathy Hart - Alaska Wilderness Recreation and Tourism Association
- Marilynn Heddell - City of Whittier
- Blake Johnson - Kenai Peninsula Borough
- Steve Lewis - City of Seldovia
- Iver Malutin - Kodiak Village Mayors Association
- Walter Parker - Oil Spill Region Environmental Coalition
- Diane Selanoff - Port Graham Corporation
- Stan Stephens - City of Valdez
- Roy Totemoff - Community of Tatitlek
- Rochelle van den Broek - City of Cordova
- John Velsko - City of Homer

Staff

Mark Swanson, Executive Director

Anchorage

- Joe Banta, Project Manager
- Gregory Dixon, Financial Manager
- Amanda Johnson, Project Manager
- Stan Jones, Director of Administration and External Affairs
- Tom Kuckertz, Project Manager
- Serena Lopez, Project Manager Assistant
- Barbara Penrose, Administrative Assistant
- Linda Robinson, Outreach Coordinator
- Linda Swiss, Project Manager

Valdez

- Jean Cobb, Administrative Assistant
- Jennifer Fleming, Executive Assistant
- Anna Carey, Project Manager Assistant
- Roy Robertson, Project Manager
- Jeremy Robida, Project Manager
- Donna Schantz, Director of Programs
- Alan Sorum, Project Manager

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