

HJR

19



Representative Alan Austerman

Alaska State Legislature

Representative_Alan_Austerman@legis.state.ak.us

Session:


State Capitol, Room 434
Juneau, Alaska 99801
(907) 465-2487 | (800) 865-2487
(907) 465-4956 (fax)

Interim:

305 Center Ave, Suite 1
Kodiak, Alaska 99615
(907) 486-8872
(907) 486-5264 (fax)

MEMORANDUM

TO: Senator Linda Menard, Co-Chair
Senator Kevin Meyer, Co-Chair
Senate State Affairs Committee

FROM: Representative Alan Austerman 

DATE: March 18, 2009

RE: HJR 19—Hearing Request

House Joint Resolution 19 is a resolution recognizing the 20th anniversary of the Exxon Valdez oil spill and supporting the continued practice of accompanying each oil tanker through Prince William Sound with at least a two vessel escort.

I am requesting a hearing for HJR 19 at your earliest convenience. Attached you will find a copy of HJR 19 and a zero fiscal note. I have also provided my sponsor statement. I will provide additional backup as it becomes available.

Please note that March 24 is the 20-year anniversary of the Exxon Valdez oil spill. Though the Senate does not have floor session scheduled for that day, it is our hope that the resolution might be passed by the body the following day, March 25.

Please let Erin Harrington of my staff know if there is anything else we can provide. Thank you for your consideration.

~ Representing Alaska State House District 36 ~

Akhiok | Igiugig | Iliamna | Karluk | Kodiak | Kokhanok | Larsen Bay | Levelock
Newhalen | Nondalton | Old Harbor | Ouzinkie | Pedro Bay | Port Alsworth | Port Lions



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SPONSOR STATEMENT

HOUSE JOINT RESOLUTION 19

House Joint Resolution 19 recognizes the 20th anniversary of the Exxon Valdez oil spill and supports continuation of the practice of dual tug escorts for loaded oil tankers traversing Prince William Sound.

Currently, Trans-Alaska Pipeline System oil tankers in Prince William Sound are required to have two tug escorts when carrying oil. This is in accordance with the Oil Spill Prevention Act of 1990, a federal mandate. This act does not require tug escorts for double hull tankers, however. At the present time, all but two tankers engaged in the TAPS trade are double-hulled ships.

The regulations keeping the escort system in place for all tankers—including double-hulled tankers—are embodied in the oil spill contingency plans filed by oil shippers with the Alaska Department of Environmental Conservation. While the shippers say they do not envision changes in the escort system in the immediate future, these plans are as a matter of fact subject to review and amendment by the shippers at any time.

The current escort system is a vital component in preventing catastrophic oil spills in Prince William Sound and in responding when oil spills occur. It should be retained to assure the continued protection of Alaska's fisheries resources, both commercial and recreational, along with traditional subsistence uses, tourism, and the many other uses of the natural resources of Prince William Sound and the adjacent Gulf of Alaska. While HJR19 carries no legal force, it will educate Alaskans, spark debate, and put the Alaska Legislature on record as supporting the continued operation of the world-class escort system in Prince William Sound.

~ Representing Alaska State House District 36 ~

Akhiok | Igiugig | Iliamna | Karluk | Kodiak | Kokhanok | Larsen Bay | Levelock
Newhalen | Nondalton | Old Harbor | Ouzinkie | Pedro Bay | Port Alsworth | Port Lions

FISCAL NOTE

STATE OF ALASKA
2009 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: HJR 19
(H) Publish Date: 3/13/2009

Identifier (file name): _____ Dept. Affected: _____
Title OIL TANKER ESCORT VESSELS/OIL SPILL ANNIV RDU _____
Sponsor _____ Component _____
Requester _____ Component Number _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

	Appropriation Required	Information						
		FY 2010	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
OPERATING EXPENDITURES								
Personal Services								
Travel								
Contractual								
Supplies								
Equipment								
Land & Structures								
Grants & Claims								
Miscellaneous								
TOTAL OPERATING		0.0	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES								
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CHANGE IN REVENUES ()								
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF								
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other Interagency Receipts								
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2009) cost: _____

POSITIONS

Full-time								
Part-time								
Temporary								

ANALYSIS: (Attach a separate page if necessary)

Prepared by: House Resources Committee Phone 465-3715
Division _____ Date/Time _____
Approved by: Representative Craig Johnson, Co-Chair Date 3/11/2009
House Resources Committee



March 10, 2009

Hon. Gary Stevens, President [Via Fax: 907 465-3517]
Alaska State Senate
State Capitol, Room 111
Juneau, Alaska 99801-1182

Hon. Alan Austerman [Via Fax: 907 465-4956]
Alaska House of Representatives
State Capitol, Room 434
Juneau, Alaska 99801-1182

Re: Support for Senate Joint Res. 11 and House Joint Res 19

Dear Senator Stevens and Representative Austerman:

This letter is to express deep appreciation and strong support for your introduction of Senate Joint Resolution No. 11 and House Joint Resolution No. 19 respectively resolving --

"that the Alaska State Legislature supports the continued practice in Prince William Sound of accompanying each loaded oil tanker, whether single-hulled or double-hulled, with at least two escort vessels."

Your resolutions will help ensure that the marine safety system for loaded oil tankers traveling from the Marine Oil Terminal in Valdez, Alaska through Prince William Sound is *not weakened* by reducing the current practice of using dual escort tugs to accompany such tankers. The continued practice of dual escorts is crucial to protecting people, communities, livelihoods, the economy, fish and wildlife and other natural resources of the Prince William Sound and other portions of the Gulf of Alaska within the Exxon Valdez oil spill region from another devastating oil spill.

As one of numerous communities in the oil spill region, the village of Old Harbor, for which the Old Harbor Native Corporation is the village corporation authorized by the Alaska Native Claims Settlement Act, witnessed and experienced, and continues to experience, the aftermath of the 1989 oil spill. President George H. W. Bush called that spill "the worst marine environmental disaster this Nation has ever experienced." Clearly, such a disaster should never be permitted to happen again.

Fortunately, because of the actions of the U.S. Congress, federal agencies, the State of Alaska, the citizens' panel authorized by Congress to help oversee the operations at the terminus of the Trans-Alaska Pipeline and oil transport through Prince William Sound, and to their credit, industry itself, the current marine safety system at Valdez is viewed by most to be among the safest in the world. The employment of dual escorts is a critical core safety component of that system.

Hon. Gary Stevens and Hon. Alan Austerman
March 10, 2009
Page two

We all learned the hard way that regardless of tanker technology . . . human error, equipment failure, weather, obstacles in the water such as icebergs, and other factors can contribute to the creation of catastrophic results. The 1989 oil spill resulted in enormous disruption and harm to the lives and livelihoods of people living in the region, including people in our village, to the fishing industry, to tourism, to subsistence resources and to the marine, intertidal and terrestrial shoreline environment.

Considering the huge social, environmental, economic and cultural impacts and costs of the Exxon Valdez oil spill, it would be a "penny-wise and pound-foolish" to diminish the current protections in place. We are concerned particularly about any effort by industry or others to reduce protections in place now by calling for a "risk assessment" of the marine safety system at the Port of Valdez and Prince William Sound. We believe as you appear to believe by virtue of your resolutions, and as most Alaskans do, that our state and the nation have already gone through a risk assessment in 1989 . . . the Exxon Valdez oil spill.

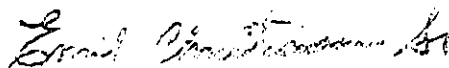
To weaken the current system that is working so well would be indefensible. Given that that system is the best insurance policy the public and industry could devise, we hope the oil industry will concur with the intent of your resolutions. Anyone who attempts to weaken the current system would be placing the entire region in serious jeopardy once again. Therefore, we urge you to be steadfast in keeping your resolutions strong and in doing so to protect the natural resources, communities, and the economy of the entire region.

On behalf of the shareholders of our village corporation, thank you for your leadership and the wisdom and judgment of those who join you in seeking passage of Senate Joint Resolution 11 and House Joint Resolution 19. We strongly support your efforts to obtain passage by the Alaska State Legislature of these resolutions.

Best regards.

Sincerely,

OLD HARBOR NATIVE CORPORATION



Emil Christiansen Sr.
President

cc: Kodiak Island Borough Assembly
City Council, Kodiak, Alaska
Dr. Sven Haakanson Jr., Director, Alutiiq Museum and Repository
Kodiak Area Aquaculture Association
Kodiak Island Convention and Visitors Bureau
Kodiak Chamber of Commerce
Kodiak Area Native Association
Kodiak Village Mayors Association
Mayor, Old Harbor, Alaska
Board of Directors, Old Harbor Native Corporation

Sponsored by: Corbridge

CITY OF SEWARD, ALASKA
RESOLUTION 2005-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEWARD, ALASKA IN SUPPORT OF MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN CRUDE OIL TANKERS TRANSITING PRINCE WILLIAM SOUND

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990; and

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors; and

WHEREAS, the current Prince William Sound escort system provides the capability and resources of immediate on-scene response of two escort vessels; and

WHEREAS, laden double hull tankers, including those with redundant systems, are currently voluntarily escorted in a two-tug escort configuration; and

WHEREAS, since the implementation of the current escort system, there have been no major oil spills and potential accidents have been reduced to near misses; and

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, a large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry and economies of coastal communities in south central Alaska and cause major environmental damage.

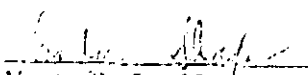
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEWARD, ALASKA, that:

Section 1. The Seward city council supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden crude oil tankers transiting Prince William Sound.

Section 2. This resolution shall take effect immediately upon its adoption.

PASSED AND APPROVED by the City Council of the city of Seward, Alaska, this 14th day of March, 2005.

THE CITY OF SEWARD, ALASKA



Vanta Shafer, Mayor



Regional Citizens' Advisory Council / "Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers."

In Anchorage: 3709 Spenard Road / Suite 100 / Anchorage, Alaska 99503 / (907) 277-7222 / FAX (907) 277-4523
In Valdez: P.O. Box 3089 / 130 South Meals / Suite 202 / Valdez, Alaska 99686 / (907) 834-5000 / FAX (907) 835-5926

MEMBERS

March 9, 2009

Alaska State
Chamber of
Commerce

Alaska Wilderness
Recreation & Tourism
Association

Chugach Alaska
Corporation

City of Cordova

City of Homer

City of Kodiak

City of Seldovia

City of Seward

City of Valdez

City of Whittier

Community of
Chenequa Bay

Community of
Tatitlek

Cordova District
Fishermen United

Kenai Peninsula
Borough

Kodiak Island
Borough

Kodiak Village Meyers
Association

Oil Spill Region
Environmental
Coalition

Prince William Sound
Regional Citizens' Advisory
Council

Rep. Craig Johnson
Rep. Mark Neuman
House Resources Committee
Alaska State Legislature
State Capitol (MS 3100)
Juneau, Alaska 99801-1182

Dear Rep. Johnson and Rep. Neuman:

The Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is an independent non-profit corporation whose mission is to promote environmentally safe operation of the Valdez Marine Terminal and associated tankers. Our work is guided by the Oil Pollution Act of 1990, and our contract with Alyeska Pipeline Service Company. PWSRCAC's 18 member organizations are communities in the region affected by the 1989 Exxon Valdez oil spill, as well as commercial fishing, aquaculture, Native, recreation, tourism and environmental groups.

We are writing to convey our strong support for HJR 19, the oil tanker escort vessel resolution. We believe it is important for the Alaska legislature to show support for the safe transportation of oil by supporting the system of dual escort tugs for oil tankers in Prince William Sound. It is our hope that this resolution will be passed on or before March 24, 2009, the anniversary of the worst tanker spill in North American history.

The escort system in Prince William Sound is the primary prevention measure to safeguard against oil spills caused by navigational errors, equipment failures, severe weather, and human or organizational errors. These problems can happen on any ship, regardless of how many hulls it has. Since the present escort system was introduced, there have been no major oil tanker spills and potential accidents have been reduced to near misses.

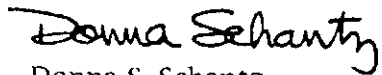
This escort system could possibly be eliminated or reduced by the oil industry once federal requirements expire with the conversion of the Prince William Sound fleet to all double-hull tankers in the next couple of years. Because of this, preserving the current practice of accompanying each laden oil tanker through Prince William Sound with two escort vessels is of paramount importance to the Board of Directors of the PWSRCAC. The attached resolution was passed by our Board of Directors on March 9, 2009. This

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resolution is closely aligned with HJR 19 and should be further evidence of the importance of this issue to the many Alaskans that we represent.

Thank you for considering our views. Please feel free to call me if you would like to discuss this matter further.

Sincerely,



Donna S. Schantz
Acting Executive Director

Encl: PWSRCAC resolution supporting dual escorts in PWS



Regional Citizens' Advisory Council / "Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers."

In Anchorage: 3709 Spenard Road / Suite 100 / Anchorage, Alaska 99503 / (907) 277-7222 / FAX (907) 277-4523
In Valdez: P.O. Box 3089 / 130 South Meals / Suite 202 / Valdez, Alaska 99686 / (907) 834-5000 / FAX (907) 835-5926

MEMBERS

Resolution 09-01

Recognizing the 20th anniversary of the Exxon Valdez oil spill and supporting the continuation of the practice of dual tug escorts for loaded oil tankers that traverse Prince William Sound.

Alaska State Chamber of Commerce

Alaska Wilderness Recreation & Tourism Association

Chugach Alaska Corporation

City of Cordova

City of Homer

City of Kodiak

City of Seldovia

City of Seward

City of Valdez

City of Whittier

Community of Chenequa Bay

Community of Tatitlek

Cordova District Fishermen United

Kodiak Peninsula Borough

Kodiak Island Borough

Kodiak Village Mayors Association

Oil Spill Policy Environmental Coalition

Prince William Sound Aquaculture Corporation

WHEREAS, March 24, 2009, marks the 20th anniversary of the worst tanker oil spill in U.S. history with the Exxon Valdez spilling some 11 million gallons of crude oil in Prince William Sound and oiling some 1,300 miles of Alaskan coastline;

WHEREAS, since the 1989 Exxon Valdez oil spill, Alyeska Pipeline Service Company and the crude oil shippers have created a world-class oil spill prevention and response system in Prince William Sound;

WHEREAS, the Prince William Sound escort system is the primary prevention measure to safeguard against oil spills caused by navigational errors, equipment failures, severe weather, and human or organizational errors;

WHEREAS, the Prince William Sound escort system provides the capability of immediate, on-scene response by two escort vessels should a spill occur;

WHEREAS, the composition of Trans-Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the federal Oil Pollution Act of 1990;

WHEREAS, double hull tankers loaded with oil are currently escorted by two tugs through Prince William Sound;

WHEREAS, there is no assurance in state or federal law or regulation that double hull tankers loaded with oil will continue to have dual tug escorts in Prince William Sound to provide immediate prevention and response capabilities;

WHEREAS, since the implementation of the current escort system in Prince William Sound, there have been no major oil tanker spills and potential accidents have been reduced to near misses;

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, the Prince William Sound Regional Citizens' Advisory Council is charged by its contract with Alyeska Pipeline Service Co. and by the Oil Pollution Act of 1990 with the responsibility of representing the communities, individuals, businesses, and industries devastated by the Exxon Valdez oil spill in the effort to prevent comparable spills in the future;

THEREFORE BE IT RESOLVED that the Prince William Sound Regional Citizens' Advisory Council supports the continued practice in Prince William Sound of accompanying each loaded oil tanker, whether single-hulled or double-hulled, with at least two escort vessels.

PASSED AND APPROVED by the Prince William Sound Regional Citizens' Advisory Council Board of Directors on the 9th day of March, 2009.

President

Secretary



UNITED FISHERMEN OF ALASKA

211 Fourth Street, Suite 110
Juneau, Alaska 99801-1172
(907) 586-2820
(907) 463-2545 Fax
E-Mail: ufa@ufa-fish.org
www.ufa-fish.org

March 11, 2009

Representative Craig Johnson, Co-Chairman
Representative Mark Neuman, Co-Chairman
House Resources Committee
Alaska State Legislature
State Capitol (Mail stop 3100)
Juneau AK 99811

Dear Chairman Johnson and Committee members,

United Fishermen of Alaska supports HJR 19, calling for an escort of at least two vessels accompanying loaded oil tankers in Prince William Sound, whether single-hulled or double-hulled. While the use of double hulled tankers offers some level of protection, the risk that oil tanker traffic brings against the value of Alaska's fisheries calls for the highest level of preventive protection that can be attained. With Alaska's coastal weather, tidal currents, and natural navigational hazards, the presence of a second escort vessel is required in order to safely control a large tanker vessel should a loss of power occur, to avoid a repeat of a preventable disaster.

UFA represents 37 Alaska commercial fishing organizations from fisheries throughout the state and its offshore waters, altogether representing more than half of U.S. domestic seafood production. We ask for your support of HJR 19 to best help prevent another tragedy to Alaska's fisheries.

Sincerely,

Mark Vinsel
Executive Director

MEMBER ORGANIZATIONS

Alaska Crab Coalition • Alaska Independent Fishermen's Marketing Association • Alaska Independent Tendermen's Association
Alaska Longline Fishermen's Association • Alaska Scallop Association • Alaska Trollers Association • Alaska Whitefish Trawlers Association
Armstrong Keta • At-sea Processors Association • Bristol Bay Reserve • Bristol Bay Regional Seafood Development Association • Cape Barnabas Inc.
Concerned Area "M" Fishermen • Cook Inlet Aquaculture Association • Cordova District Fishermen United • Crab Group of Independent Harvesters
Douglas Island Pink and Chum • Fishing Vessel Owners Association • Groundfish Forum • Kenai Peninsula Fishermen's Association
Kodiak Regional Aquaculture Association • North Pacific Fisheries Association • Northern Southeast Regional Aquaculture Association
Petersburg Vessel Owners Association • Prince William Sound Aquaculture Corporation • Purse Seine Vessel Owner Association
Seafood Producers Cooperative • Sitka Herring Association • Southeast Alaska Fisherman's Alliance • Southeast Alaska Regional Dive Fisheries Association
Southeast Alaska Seiners • Southern Southeast Regional Aquaculture Association • United Catcher Boats • United Cook Inlet Drift Association
United Southeast Alaska Gillnetters • Valdez Fisheries Development Association • Western Gulf of Alaska Fishermen

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Daily News - Miner

Sound protection

Two decades post-spill, system is solid but needs confirmation

Published Tuesday, March 24, 2009

On this 20th anniversary of the Exxon Valdez oil spill, it is useful to look at another, less well-known date: Oct. 20, 1992.

At about 5 a.m. that day, the BP-chartered tanker Kenai, fully loaded with oil, had just begun its passage through Valdez Narrows when its steering malfunctioned. The tanker began drifting toward Middle Rock, a stone mound that rises 480 feet from the bottom of the narrows to just above the water's surface.

The captain radioed for help and an escort tug rapidly pulled up on its right side. By then, Middle Rock, adorned with a flashing green light, was 100 yards away, just a third of the tanker's own length. The escort tug shoved its rubber-coated nose into the side of the Kenai and revved up its 8,000-horsepower motor.

The two ships cleared the rock. But it was an extremely close call. Had the wind or currents been different that day, it might not have gone so well.

This incident occurred more than three years after the infamous Exxon Valdez disaster, three years during which the ship escort system had been improved substantially. Yet the system was barely adequate to handle a loss of ship control at an obvious danger point.

As a result of the 1989 spill, the 1992 close call and other incidents, the Ship Escort and Response Vessel System and other protective measures were upgraded to create today's comprehensive safety net for Prince William Sound. The improvements since 1989 include:

- The SERVS fleet, which has five highly maneuverable escort tugs with 10,000-plus horsepower motors. They were delivered in 1999 and 2000. Another five tugs and a emergency response vessel work in Valdez Harbor. Multiple response barges and skimmers can pick up and store almost 900,000 barrels of oil, more than three times the entire spillage from the Exxon Valdez.

- A radar system to detect icebergs fired up in December 2002. It confirmed its worth just three months later when a “wall-to-wall” ice jam covered the shipping lanes and shut down tanker traffic for several hours.
- Two separate tracking systems — one radar-based and one satellite-based — that monitor tanker positions moment by moment.
- Spill cleanup equipment staged throughout the sound and on the SERVS ships. Only five miles of oil containment boom were on hand in 1989. Now, there are 71 miles of boom.

None of this guarantees a future free of oil spills on the scale of the Exxon Valdez. However, such a spill could occur only if there were multiple failures in the system, and a cleanup operation today would be far more effective.

Curiously, one part of the system is in question, at least from a legal standpoint. The Oil Pollution Act of 1990, passed by Congress in reaction to the Exxon Valdez disaster, does not appear to require tug escorts for double-hulled tankers.

All but one of the 15 tankers in the system now are double-hulled, and most have backup steering and propulsion systems. Oil companies have not dropped escorts for these tankers, and it’s difficult to imagine that they would. But Congress should not tempt them. It should be sure the law requires two escort tugs for loaded tankers passing through the narrows and Hinchinbrook Entrance.

Escort tugs have been part of the safety system since the tankers began carrying oil in 1977. In addition to the 1992 incident described above, they prevented a tanker from overrunning a fishing boat in 2001. They were available, although ultimately unused, in 2005 when an incoming tanker lost power near Hinchinbrook.

The system still is not perfect. In 2005, two loaded, outbound tankers entered Valdez Narrows at the same time, even though rules prohibit such proximity. In 2003, some tethers between tankers and their escorts broke during training exercises.

Escort tugs should remain in place, regardless of how many hulls the tankers have. History indicates they’ll be needed.

adn.com

Anchorage Daily News

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Our view: Keep those big tugs

No compromise on oil shipping in Prince William Sound

(03/23/09 19:37:11)

They're called tractor tugs, and they live up to the name and more. They can slow a supertanker down, and then change its direction while it's still moving. Two of the five on duty in Prince William Sound, Nanuq and Tan'erliq, are even called Prince William Sound class tugs. All five were specifically designed for the Sound and drive on 10,000-plus horsepower provided by twin engines. Their propulsion systems make them as nimble as they are strong. Depending on conditions, they can move in any direction on full power.

These five tugs, together with double hull, double-engine ships and better tracking systems, make the Sound's tanker traffic the safest in the world.

Let's keep it that way.

Tug escorts will no longer be required by law once the entire Alaska tanker fleet is double-hulled, which is likely to happen this year. The double-hull conversion was required by the Oil Pollution Act of 1990, passed by Congress after the 1989 Exxon Valdez oil spill.

Oil shippers have a risk assessment in the works to help them decide whether or not to keep the tug escorts.

Much as Alaska's oil shippers might welcome a chance to cut their costs, the tugs should stay on duty.

Yes, double hulls -- and, just as important, twin tanker engines -- do make an oil spill less likely. The extra hull puts more space and steel between oil and water. The second separate engine and propulsion system mean that one engine can fail and the tanker can still steer away from trouble. Most of the tankers working the Sound now have the two-engine system. That's all to the good.

But double hulls and twin engines don't make a spill impossible, and can't account for the human factor -- the mistakes, misjudgments and oversights that lead to more than 80 percent of marine accidents. And two engines aboard a tanker don't guarantee that both can't fail.

Tractor tugs give Prince William Sound and all the life that depends on it extra insurance against a repeat of the Exxon Valdez disaster. Tractor tugs help the big ships keep an unblinking watch. Tractor tugs keep that vigilance close at hand -- one tug is tethered to the tanker during the passage through the Valdez Narrows. Tractor tugs can both warn a tanker pilot of trouble and do something about it if necessary.

If the worst does happen, the tractor tugs are right there to respond with booms, skimmers and storage for recovered oil. They couldn't soak up a massive spill, but they could help until stronger response arrived.

Keeping the tug escort in the Sound is a cost of doing business in Alaska. The shippers pay, and so do we, because the cost of spill prevention is deductible in calculating state royalties and taxes. That's fair.

Just anyone be tempted to let down their guard, remember what happened 20 years ago when the Exxon Valdez hit Bligh Reef. Nobody thought that would happen either.

Keep the tugs on the Sound and the oil out of it.

BOTTOM LINE: Percentages and probabilities? We've heard them before. We'll go with 10,000 horses and well-seasoned crews.

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(www.adn.com)

March 24, 2009

Senator Linda Menard
Chair State Affairs Committee
Members of the State Affairs Committee
State Capitol, Room 009
Juneau, AK 99801-1182

Chair Menard and Members of the Committee,

The Alaska State Chamber of Commerce wishes to register its concern over HJR 19 "...supporting the continued practice of accompanying each oil tanker through Prince William Sound (PWS) with at least a two vessel escort"

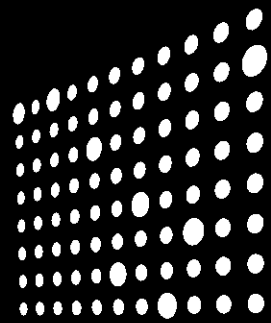
The Regional Citizens Advisory Council (RCAC) and fisherman in several of the PWS communities are requesting a resolution be passed by the State that two tugs be utilized even after all the tankers calling on PWS are double-hulled.

We have come to learn that in fact, the Oil Protection Act (OPA) requirements are not sun setting as is commonly mentioned, but rather the escort requirements under OPA have been exceeded by tanker companies in PWS for many years. The tanker companies have written into their State of Alaska PWS Spill Response Contingency Plan (C-Plan) that they will escort all laden vessels – and the Alaska Department of Environmental Conservation (ADEC) has approved this as acceptable. This approval also effectively makes this dual escort a requirement on tanker companies – even though OPA 90 doesn't mandate it.

You should know that today in PWS, 14 of 16 tankers listed are double hull and the 2 single hull vessels remaining have a short service life left due to OPA 90 requirements. As above, all laden tankers in PWS are currently escorted by two tugs. This is common practice even though the Oil Pollution Act of 1990 (OPA) only requires this of single hull tankers

We have learned that the tanker companies have stated they would make no changes to escorting their ships until a properly conducted risk assessment has been completed for PWS. Then, any changes made would be done to further reduce risks identified in this process. This logic seems sound. Any decision made without knowing risks present is not a prudent approach to prevention.

In the ensuing years since the implementation of the OPA 90 requirements, the tanker companies have invested in double-hulled tankers with redundant propulsion, navigation and steering systems.



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CHAMBER
OF COMMERCE

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Regional Office
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Suite 700
Anchorage
Alaska 99501
(907) 278-2722
FAX 278-6643

www.alaskachamber.com

The Coast Guard has built extensive vessel monitoring and navigations systems and with the installation of an ice monitoring system, marine traffic operates safely. With all of these improvements, an independent review of the system of escorting vessels is timely.

All business and government operate with limited resources. Contingency planning will benefit tremendously from a scientific risk assessment. It would seem prudent for your resolution to include a resolve that to encourage such a risk assessment. This risk assessment should be coordinated with the U. S. Coast Guard, National Science Foundation, PWSRCAC, industry and other interested parties.

HJR 19 proposes the escort system be locked down "as is" with no current risk assessment completed, and with no science or fact based study that says two tugs are the appropriate escort configuration. Given that the C-Plans require two tugs for more than the next three years, we think the prudent approach is for an independent Third Party to conduct a Risk Assessment of the escort system, and recommend the appropriate tug escort system. The recommendations should then be evaluated by (ADEC) and the U.S. Coast Guard and their conclusions should then be used to define tug escort requirements.

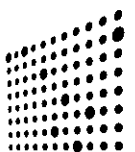
There are parts of the tanker passage, like the Valdez narrows where under certain scenarios it may actually increase risk to have a large tanker and two tugs in the system. The appropriate escort system should be based on current tanker and tug design, geography and weather conditions; rather than preemptive Legislative Resolution.

We appreciate your thoughtful consideration of this important issue.

Sincerely,



Wayne A. Stevens
President/CEO





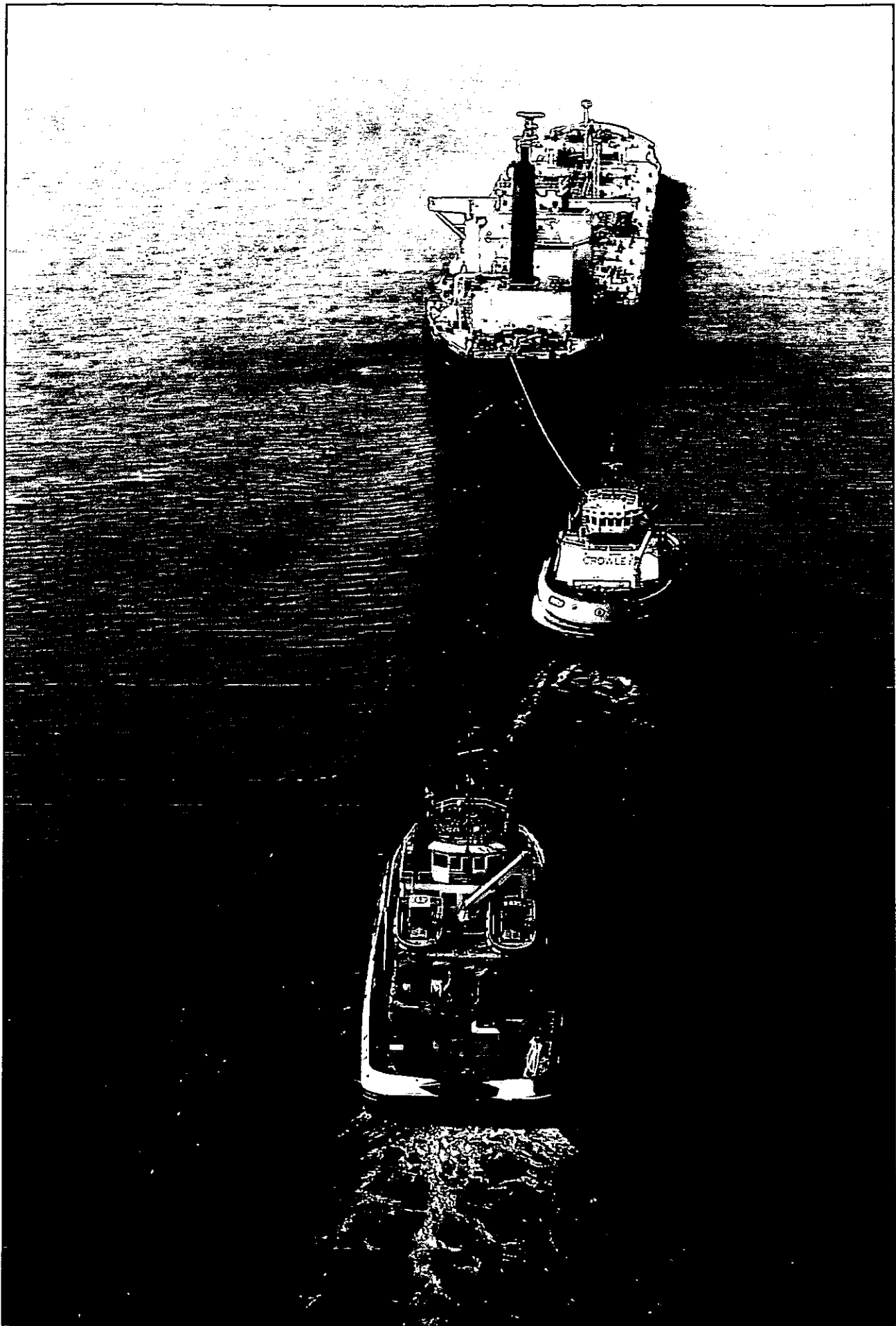
TOM KUCKERTZ, PH.D., P.E.
Project Manager

(907) 834-5050 (direct)
(907) 835-4610 (home)
kuckertz@pwsrca.org

P.O. Box 3089
130 South Meals, Suite 202
Valdez, AK 99686
(907) 834-5000 / Fax (907) 835-5926
1-877-478-7221

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

www.pwsrca.org



Dual tug escort configuration, Prince William Sound



Regional Citizens' Advisory Council / "Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers."

In Anchorage: 3709 Spenard Road / Suite 100 / Anchorage, Alaska 99503 / (907) 277-7222 / FAX (907) 277-4523
In Valdez: P.O. Box 3089 / 130 South Meals / Suite 202 / Valdez, Alaska 99686 / (907) 834-5000 / FAX (907) 835-5926

MEMBERS

March 9, 2009

Alaska State
Chamber of
Commerce

Alaska Wilderness
Recreation & Tourism
Association

Chugach Alaska
Corporation

City of Cordova

City of Homer

City of Kodiak

City of Seldovia

City of Seward

City of Valdez

City of Whittier

Community of
Chenega Bay

Community of
Tatitlek

Cordova District
Fishermen United

Kenai Peninsula
Borough

Kodiak Island
Borough

Kodiak Village Mayors
Association

Oil Spill Region
Environmental
Coalition

Prince William Sound
Aquaculture
Corporation

The Honorable Hollis French
State Senate
Alaska State Capitol Room 417
State Capitol (MS 3100)
Juneau, Alaska 99801-1182

Dear Senator French:

The Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is an independent non-profit corporation whose mission is to promote environmentally safe operation of the Valdez Marine Terminal and associated tankers. Our work is guided by the Oil Pollution Act of 1990, and our contract with Alyeska Pipeline Service Company. PWSRCAC's 18 member organizations are communities in the region affected by the 1989 Exxon Valdez oil spill, as well as commercial fishing, aquaculture, Native, recreation, tourism and environmental groups.

We are writing to convey our strong support for SJR 11, the oil tanker escort vessel resolution. We believe it is important for the Alaska legislature to show support for the safe transportation of oil by supporting the system of dual escort tugs for oil tankers in Prince William Sound. It is our hope that this resolution will be passed on or before March 24, 2009, the anniversary of the worst tanker spill in North American history.

The escort system in Prince William Sound is the primary prevention measure to safeguard against oil spills caused by navigational errors, equipment failures, severe weather, and human or organizational errors. These problems can happen on any ship, regardless of how many hulls it has. Since the present escort system was introduced, there have been no major oil tanker spills and potential accidents have been reduced to near misses.

This escort system could possibly be eliminated or reduced by the oil industry once federal requirements expire with the conversion of the Prince William Sound fleet to all double-hull tankers in the next couple of years. Because of this, preserving the current practice of accompanying each laden oil tanker through Prince William Sound with two escort vessels is of paramount importance to the Board of Directors of the PWSRCAC. The attached resolution was passed by our Board of Directors on March 9, 2009. This

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resolution is closely aligned with SJR 11 and should be further evidence of the importance of this issue to the many Alaskans that we represent.

Thank you for considering our views. Please feel free to call me if you would like to discuss this matter further.

Sincerely,



Donna S. Schantz
Acting Executive Director

Encl: PWSRCAC resolution supporting dual escorts in PWS



Regional Citizens' Advisory Council / "Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers."

In Anchorage: 3709 Spenard Road / Suite 100 / Anchorage, Alaska 99503 / (907) 277-7222 / FAX (907) 277-4523
 In Valdez: P.O. Box 3089 / 130 South Meals / Suite 202 / Valdez, Alaska 99686 / (907) 834-5000 / FAX (907) 835-5926

MEMBERS

Resolution 09-01

Recognizing the 20th anniversary of the Exxon Valdez oil spill and supporting the continuation of the practice of dual tug escorts for loaded oil tankers that traverse Prince William Sound.

Alaska State Chamber of Commerce

Alaska Wilderness Recreation & Tourism Association

Chugach Alaska Corporation

City of Cordova

City of Homer

City of Kodiak

City of Seldovia

City of Seward

City of Valdez

City of Whittier

Community of Chenega Bay

Community of Tatitlek

Cordova District Fishermen United

Kenai Peninsula Borough

Kodiak Island Borough

Kodiak Village Mayors Association

Oil Spill Region Environmental Coalition

Prince William Sound Aquaculture Corporation

WHEREAS, March 24, 2009, marks the 20th anniversary of the worst tanker oil spill in U.S. history with the Exxon Valdez spilling some 11 million gallons of crude oil in Prince William Sound and oiling some 1,300 miles of Alaskan coastline;

WHEREAS, since the 1989 Exxon Valdez oil spill, Alyeska Pipeline Service Company and the crude oil shippers have created a world-class oil spill prevention and response system in Prince William Sound;

WHEREAS, the Prince William Sound escort system is the primary prevention measure to safeguard against oil spills caused by navigational errors, equipment failures, severe weather, and human or organizational errors;

WHEREAS, the Prince William Sound escort system provides the capability of immediate, on-scene response by two escort vessels should a spill occur;

WHEREAS, the composition of Trans-Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the federal Oil Pollution Act of 1990;

WHEREAS, double hull tankers loaded with oil are currently escorted by two tugs through Prince William Sound;

WHEREAS, there is no assurance in state or federal law or regulation that double hull tankers loaded with oil will continue to have dual tug escorts in Prince William Sound to provide immediate prevention and response capabilities;

WHEREAS, since the implementation of the current escort system in Prince William Sound, there have been no major oil tanker spills and potential accidents have been reduced to near misses;

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, the Prince William Sound Regional Citizens' Advisory Council is charged by its contract with Alyeska Pipeline Service Co. and by the Oil Pollution Act of 1990 with the responsibility of representing the communities, individuals, businesses, and industries devastated by the Exxon Valdez oil spill in the effort to prevent comparable spills in the future;

THEREFORE BE IT RESOLVED that the Prince William Sound Regional Citizens' Advisory Council supports the continued practice in Prince William Sound of accompanying each loaded oil tanker, whether single-hulled or double-hulled, with at least two escort vessels.

PASSED AND APPROVED by the Prince William Sound Regional Citizens' Advisory Council Board of Directors on the 9th day of March, 2009.

**CITY OF CORDOVA, ALASKA
RESOLUTION 03-09-11**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORDOVA,
ALASKA, RECOGNIZING THE 20TH ANNIVERSARY OF THE
EXXON VALDEZ OIL SPILL AND SUPPORTING THE
CONTINUED PRACTICE OF ACCOMPANYING EACH OIL TANKER
THROUGH PRINCE WILLIAM SOUND
WITH AT LEAST A TWO VESSEL ESCORT.**

WHEREAS March 24, 2009, marks the 20th anniversary of the Exxon Valdez oil spill; and

WHEREAS the Exxon Valdez oil spill was the worst oil tanker spill in the history of the United States, discharging 10,800,000 gallons of crude oil into Prince William Sound and contaminating approximately 1,300 miles of Alaska coastline; and

WHEREAS, since the 1989 Exxon Valdez oil spill, the Alyeska Pipeline Service Company and the crude oil shippers have created a world-class oil spill prevention and response system in Prince William Sound; and

WHEREAS the oil tanker vessels transiting Prince William Sound are increasingly of a double-hulled design, as required by the Oil Pollution Act of 1990; and

WHEREAS the Prince William Sound oil tanker escort vessels provide immediate, on-scene response should a spill occur; and

WHEREAS all loaded oil tankers, including double-hulled oil tankers, are currently escorted by at least two escort vessels through Prince William Sound; and

WHEREAS the Oil Pollution Act of 1990 mandates that only single-hulled tankers of 5,000 gross tons or more be escorted by at least two escort vessels while in Prince William Sound; and

WHEREAS there is no assurance in any state or federal law or regulation that each oil tanker in Prince William Sound will continue to be escorted by at least two escort vessels capable of providing immediate spill prevention and response; and

WHEREAS, since the implementation of the two-vessel escort system in Prince William Sound, there have been no major oil spills, and potential accidents have been reduced to near misses; and

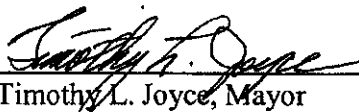
WHEREAS double hulls are not a perfect prevention measure, and it would be imprudent to alter a proven oil spill prevention and response program based solely on improvements in oil tanker vessel engineering and design;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Cordova, Alaska, supports the continued practice in Prince William Sound of accompanying each loaded oil tanker, whether single-hulled or double-hulled, with at least two escort vessels.

COPIES of this resolution shall be sent to the Honorable Barack Obama, President of the United States; the Honorable Joseph R. Biden, Jr., Vice-President of the United States and President of the U.S. Senate; the Honorable Janet Napolitano, United States Secretary of Homeland Security; Admiral Thad W. Allen, Commandant of the United States Coast Guard; the Honorable Sarah Palin, Governor of Alaska; Kevin Hostler, President and Chief Executive Officer, Alyeska Pipeline Service Company; Anil Mathur, Chief Executive Officer, Alaska Tanker Company; George P. McShea, Jr., Vice-President of Operations, Polar Tankers Inc.; Stu McRobbie, Vice-President of Operations, SeaRiver Maritime; Tim Plummer, President, Tesoro Maritime Company; Jeff Williams, Environmental Manager, Chevron Shipping Company; and the Honorable Lisa Murkowski and the Honorable Mark Begich, U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress.

PASSED AND APPROVED THIS 4TH DAY OF MARCH, 2009.





Timothy L. Joyce, Mayor

ATTEST:



Lila J. Koplin, CMC, City Clerk

Kodiak Chamber of Commerce

RESOLUTION NUMBER 03-09-01

**A RESOLUTION OF THE KODIAK CHAMBER OF COMMERCE SUPPORTING
SENATE JOINT RESOLUTION 11 AND HOUSE JOINT RESOLUTION 19
REQUIRING OIL TANKER VESSELS BE ACCOMPANIED BY TWO VESSEL
ESCORTS**

WHEREAS, the Kodiak Chamber of Commerce is dedicated to Kodiak's future; and.

WHEREAS, lessons from the past are helpful in planning for the future; and

WHEREAS, in 1989 the Kodiak community was traumatized by the Exxon Valdez Oil Spill; and

WHEREAS, since 1989 the practice of requiring a two vessel escort for tankers in Prince William Sound has contributed to no other oil spills in Prince William Sound; and

WHEREAS, in Senate Joint Resolution 11 and House Joint Resolution 19, the Alaska Legislature has an opportunity to inform the appropriate officials and companies that the practice of requiring a two vessel escort for tankers should continue; and

WHEREAS, the Kodiak community should not be subjected to another oil spill.

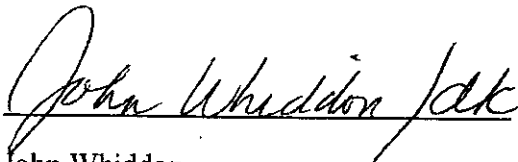
NOW, THEREFORE, BE IT RESOLVED the Kodiak Chamber of Commerce encourages the Alaska Legislature to pass SJR 11 or HJR 19.

Passed and approved by the Board of Directors of the Kodiak Chamber of Commerce this 6th day of March 2009.

Signed this 6th day of March 2009.

KODIAK CHAMBER OF COMMERCE

ATTEST:



John Whiddon

President



Nora McRae

Secretary to the Board



OLD HARBOR
NATIVE CORPORATION

March 10, 2009

Hon. Gary Stevens, President
Alaska State Senate
State Capitol, Room 111
Juneau, Alaska 99801-1182

[Via Fax: 907 465-3517]

Hon. Alan Austerman
Alaska House of Representatives
State Capitol, Room 434
Juneau, Alaska 99801-1182

[Via Fax: 907 465-4956]

Re: Support for Senate Joint Res. 11 and House Joint Res. 19

Dear Senator Stevens and Representative Austerman:

This letter is to express deep appreciation and strong support for your introduction of Senate Joint Resolution No. 11 and House Joint Resolution No. 19 respectively resolving --

“that the Alaska State Legislature supports the continued practice in Prince William Sound of accompanying each loaded oil tanker; whether single-hulled or double-hulled, with at least two escort vessels.”

Your resolutions will help ensure that the marine safety system for loaded oil tankers traveling from the Marine Oil Terminal in Valdez, Alaska through Prince William Sound is *not weakened* by reducing the current practice of using dual escort tugs to accompany such tankers. The continued practice of dual escorts is crucial to protecting people, communities, livelihoods, the economy, fish and wildlife and other natural resources of the Prince William Sound and other portions of the Gulf of Alaska within the Exxon Valdez oil spill region from another devastating oil spill.

As one of numerous communities in the oil spill region, the village of Old Harbor, for which the Old Harbor Native Corporation is the village corporation authorized by the Alaska Native Claims Settlement Act, witnessed and experienced, and continues to experience, the aftermath of the 1989 oil spill. President George H. W. Bush called that spill “the worst marine environmental disaster this Nation has ever experienced.” Clearly, such a disaster should never be permitted to happen again.

Fortunately, because of the actions of the U.S. Congress, federal agencies, the State of Alaska, the citizens’ panel authorized by Congress to help oversee the operations at the terminus of the Trans-Alaska Pipeline and oil transport through Prince William Sound, and to their credit, industry itself, the current marine safety system at Valdez is viewed by most to be among the safest in the world. The employment of dual escorts is a critical core safety component of that system.

Hon. Gary Stevens and Hon. Alan Austerman
March 10, 2009
Page two

We all learned the hard way that regardless of tanker technology . . . human error, equipment failure, weather, obstacles in the water such as icebergs, and other factors can contribute to the creation of catastrophic results. The 1989 oil spill resulted in enormous disruption and harm to the lives and livelihoods of people living in the region, including people in our village, to the fishing industry, to tourism, to subsistence resources and to the marine, intertidal and terrestrial shoreline environment.

Considering the huge social, environmental, economic and cultural impacts and costs of the Exxon Valdez oil spill, it would be a "penny-wise and pound-foolish" to diminish the current protections in place. We are concerned particularly about any effort by industry or others to reduce protections in place now by calling for a "risk assessment" of the marine safety system at the Port of Valdez and Prince William Sound. We believe as you appear to believe by virtue of your resolutions, and as most Alaskans do, that our state and the nation have already gone through a risk assessment in 1989 . . . the Exxon Valdez oil spill.

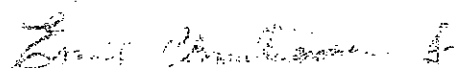
To weaken the current system that is working so well would be indefensible. Given that that system is the best insurance policy the public and industry could devise, we hope the oil industry will concur with the intent of your resolutions. Anyone who attempts to weaken the current system would be placing the entire region in serious jeopardy once again. Therefore, we urge you to be steadfast in keeping your resolutions strong and in doing so to protect the natural resources, communities, and the economy of the entire region.

On behalf of the shareholders of our village corporation, thank you for your leadership and the wisdom and judgment of those who join you in seeking passage of Senate Joint Resolution 11 and House Joint Resolution 19. We strongly support your efforts to obtain passage by the Alaska State Legislature of these resolutions.

Best regards.

Sincerely,

OLD HARBOR NATIVE CORPORATION



Emil Christiansen Sr.
President

cc: Kodiak Island Borough Assembly
City Council, Kodiak, Alaska
Dr. Sven Haakanson Jr., Director, Alutiiq Museum and Repository
Kodiak Area Aquaculture Association
Kodiak Island Convention and Visitors Bureau
Kodiak Chamber of Commerce
Kodiak Area Native Association
Kodiak Village Mayors Association
Mayor, Old Harbor, Alaska
Board of Directors, Old Harbor Native Corporation



PWSRCAC
COPY

March 17, 2009

ANC COORDINATOR
3/18/09 TM

VIA EMAIL

The Honorable Gary Stevens
President of the Senate
State Capitol
Mailstop 3100, Room 103
Juneau, AK 99801-1182

Dear Mr. Stevens:

Attached is the Chenega Corporation's Resolution 09-07 supporting Senate Joint Resolution 11 and House Joint Resolution 19 requiring oil tanker vessels be accompanied by two vessel escorts.

Sincerely,

CHENEGA CORPORATION

Charles W. Totemoff
President and CEO

Enclosure: as noted.

CHENEGA CORPORATION BOARD OF DIRECTORS
Resolution 09-07

A RESOLUTION OF THE CHENEGA CORPORATION SUPPORTING SENATE JOINT RESOLUTION 11 AND HOUSE JOINT RESOLUTION 19 REQUIRING OIL TANKER VESSELS BE ACCOMPANIED BY TWO VESSEL ESCORTS

WHEREAS, the Chenega Corporation is dedicated to Prince William Sound's future; and

WHEREAS, lessons from the past are helpful in planning for the future; and

WHEREAS, in 1989 the Chenega community was traumatized by the Exxon Valdez Oil Spill;
and

WHEREAS, since 1989 the practice of requiring two vessel escort for tankers in Prince William Sound has contributed to no other oil spills in Prince William Sound; and

WHEREAS, in Senate Joint Resolution 11 and House Joint Resolution 19, the Alaska Legislature has an opportunity to inform the appropriate officials and companies that the practice of requiring a two vessel escort for tankers should continue; and

WHEREAS, the Chenega community should not be subjected to another oil spill.

NOW, THEREFORE, BE IT RESOLVED the Chenega Corporation encourages the Alaska Legislature to pass SJR11 or HJR 19.

In witness whereof I have signed and hereunto affixed the corporate seal the 17th day of March, 2009.

By: 
Charles W. Totemoff, President

seal

Chenega Corporation
Resolution 09-07

CITY OF VALDEZ, ALASKA

RESOLUTION NO. 09-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA RECOGNIZING THE 20TH ANNIVERSARY OF THE EXXON VALDEZ OIL SPILL AND SUPPORTING THE CONTINUATION OF THE PRACTICE OF DUAL TUG ESCORTS FOR ALL LADEN OIL TANKERS THAT TRAVERSE PRINCE WILLIAM SOUND

WHEREAS, March 24, 2009, marks the 20th anniversary of the Exxon Valdez oil spill in Prince William Sound spilling some 11 million gallons of crude oil and oiling some 1,300 miles of Alaskan coastline; and

WHEREAS, since the 1989 Exxon Valdez oil spill, Alyeska Pipeline Service Company and the crude oil shippers have created a world-class oil spill prevention and response system in Prince William Sound; and

WHEREAS, the Prince William Sound escort system is the primary prevention measure to safeguard against oil spills caused by navigational errors, equipment failures, severe weather, and human or organizational errors; and

WHEREAS, the Prince William Sound escort system provides the capability of immediate, on-scene response by two escort vessels should an oil spill occur; and

WHEREAS, the composition of Trans-Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the federal Oil Pollution Act of 1990; and

WHEREAS, double hull tankers loaded with oil are currently escorted by two tugs through Prince William Sound; and

WHEREAS, there is no assurance in state or federal law or regulation that double hull tankers loaded with oil will continue to have dual tug escorts in Prince William Sound to provide immediate prevention and response capabilities; and

WHEREAS, since the implementation of the current escort system in Prince William Sound, there have been no major oil tanker spills and potential accidents have been reduced to near misses; and


WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design.

NOW THEREFORE BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA that:

The City of Valdez supports the continued practice in Prince William Sound of escorting all laden tankers transiting Prince William Sound, whether single-hulled or double-hulled, with at least two escort vessels.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this 16th day of March, 2009.

CITY OF VALDEZ, ALASKA



Bert L. Cottle, Mayor

ATTEST:



Sheri L. Pierce, MMC, City Clerk



801.106.050323.SeldoviaDHH.pdf

CITY OF SELDOVIA

RESOLUTION 05-13

VDZ received
3/25/05 RA DS

A RESOLUTION OF THE CITY OF SELDOVIA IN SUPPORT OF MAINTAINING A STRONG AND RELIABLE TRANS ALASKA PIPELINE SYSTEM TANKER ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN CRUDE OIL TANKERS TRANSITING PRINCE WILLIAM SOUND.

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990; and

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors; and

WHEREAS, the current Prince William Sound escort system provides the capability and resources of immediate, on-scene response of two escort vessels; and

WHEREAS, laden double hull tankers, including those with redundant systems, are currently voluntarily escorted in a two-tug escort configuration; and

WHEREAS, since the implementation of the current escort system, there have been no major oil spills and potential accidents have been reduced to near misses; and

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, a large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry and economies of coastal communities in South-central Alaska and cause major environmental damage.

NOW, THEREFORE, BE IT RESOLVED, the City of Seldovia supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden crude oil tankers transiting Prince William Sound.

PASSED AND APPROVED by a duly constituted quorum of the city Council of the City of Seldovia, Alaska, on this 23rd day of Month, 2005.

APPROVED: Richard Wyland
Richard Wyland, Mayor

ATTEST: Ronda Haynes
Ronda Haynes, City Clerk





CITY OF SELDOVIA

P.O. DRAWER B * SELDOVIA, ALASKA 99663

Phone: (907) 234-7643 Fax: (907) 234-7430 Email:

seldcity@xyz.net

Fax

To: Rhonda Williams

From: Ronda Haynes, Treasurer

Fax: 907-835-5926

Pages:

Ph:

Date:

Re:

CC:



802.106.050218 Old Harbor Es. Ad &
City of Old Harbor

P.O. Box 109
Old Harbor, Alaska
99643
(907) 286-2203 OR 286-2204
Fax (907) 286-2278

City of Three Saints



VDZ received
2/18/05

RESOLUTION NO. 2005- 0001

A RESOLUTION OF THE KODIAK ISLAND MAYOR ASSOCIATION MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN TANKERS TRANSITING PRINCE WILLIAM SOUND.

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double- hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors; ;

WHEREAS, the current Prince William Sound escort system provides the capability of immediate, on scene response of two escort vessels;

WHEREAS, laden double hull tankers, including those with redundant systems are currently voluntarily escorted in a two tug escort configuration;

WHEREAS, since the implementation of the current escort system there have been no major oil spills and potential accidents have been reduced to near misses, and

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design.

NOW THEREFORE BE IT RESOLVED, the KODIAK ISLAND MAYOR ASSOCIATION, supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden tankers transiting Prince William Sound.

PASSED AND APPROVED, by the KODIAK ISLAND MAYOR ASSOCIATION

Feb
Signed: *James A. Nestic* Date: FEBRUARY 18, 2005
James A. Nestic., Mayor

CITY OF SEWARD, ALASKA
RESOLUTION 2005-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEWARD, ALASKA IN SUPPORT OF MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN CRUDE OIL TANKERS TRANSITING PRINCE WILLIAM SOUND

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990; and

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors; and

WHEREAS, the current Prince William Sound escort system provides the capability and resources of immediate, on-scene response of two escort vessels; and

WHEREAS, laden double hull tankers, including those with redundant systems, are currently voluntarily escorted in a two-tug escort configuration; and

WHEREAS, since the implementation of the current escort system, there have been no major oil spills and potential accidents have been reduced to near misses; and

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, a large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry and economies of coastal communities in south central Alaska and cause major environmental damage.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEWARD, ALASKA, that:

Section 1. The Seward city council supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden crude oil tankers transiting Prince William Sound.

Section 2. This resolution shall take affect immediately upon its adoption.

PASSED AND APPROVED by the City Council of the city of Seward, Alaska, this 14th day of March, 2005.

THE CITY OF SEWARD, ALASKA



Vanta Shafer, Mayor

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VDZ received
3/14/05 JP
RW

CITY OF WHITTIER, ALASKA
RESOLUTION 767-05

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITTIER, ALASKA, IN SUPPORT OF THE REGIONAL CITIZENS' ADVISORY COUNCIL (RCAC) AND OF THEIR MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN TANKERS TRANSITING PRINCE WILLIAM SOUND.

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors;

WHEREAS, the current Prince William Sound escort system provides the capability of immediate, on scene response of two escort vessels;

WHEREAS, the laden double hull tankers, including those with redundant systems are currently voluntarily escorted in a two tug escort configuration;

WHEREAS, since the implementation of the current escort system there have been no major oil spills and potential accidents have been reduced to near misses, and

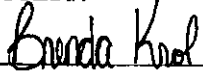
WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design;

NOW THEREFORE BE IT RESOLVED the City Council of the City of Whittier supports the Prince William Sound Regional Citizens' Advisory Council, and its mission to promote the environmentally safe operation of the Valdez Marine Terminal and the oil tankers that use it and supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden tankers transiting Prince William Sound.

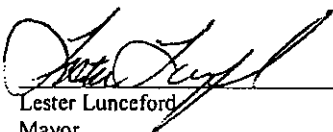
PASSED AND APPROVED by a duly constituted quorum of the Whittier City Council on this 7th day of March 2005.

Introduced by: Rick A. Hohnbaum
Introduction date: March 07, 2005

ATTEST:



Brenda Krol
City Clerk



Lester Lunceford
Mayor

Ayes: 6
Noes: 0
Absent: 1
Abstain: 0

Oil Spill Region Environmental Coalition

- ◆ Alaska Marine Conservation Council ◆ Alaska Center for the Environment ◆
- ◆ Cook Inlet Keeper ◆ Kodiak Audubon Society ◆ Kachemak Bay Conservation Society ◆
- ◆ Prince William Sound Alliance ◆ Prince William Sound Audubon ◆
- ◆ P.O. Box 3269, Homer, Alaska 99603; ph: (907) 235-4068 ext 22 ◆

RESOLUTION 2005-01

A RESOLUTION OF THE OIL SPILL REGION ENVIRONMENTAL COALITION (OSREC) IN SUPPORT OF MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN CRUDE OIL TANKERS TRANSITING PRINCE WILLIAM SOUND.

WHEREAS, the Oil Spill Region Environmental Coalition (OSREC) is an alliance of Alaskan conservation organizations dedicated to preserving the integrity of the marine ecosystem and coastal communities of Prince William Sound and the Gulf of Alaska.

WHEREAS, OSREC pursues this mandate by working to ensure that the Alyeska pipeline, terminal and associated tankers operate safely in the unique environment of Prince William Sound and the Gulf of Alaska.

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors;

WHEREAS, the current Prince William Sound escort system provides the capability and resources of immediate, on-scene response of two escort vessels;

WHEREAS, laden double hull tankers, including those with redundant systems, are currently voluntarily escorted in a two-tug escort configuration;

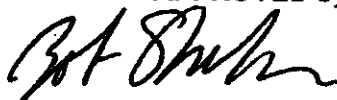
WHEREAS, since the implementation of the current escort system, there have been no major oil spills and potential accidents have been reduced to near misses;

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

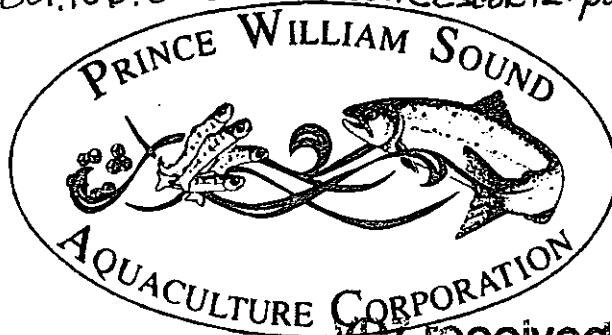
WHEREAS, a large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry and economies of coastal communities in south central Alaska and cause major environmental damage.

NOW, THEREFORE, BE IT RESOLVED, OSREC supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden crude oil tankers transiting Prince William Sound.

PASSED AND APPROVED by OSREC on this 24th day of August 2005.



Bob Shavelson, Chair
Oil Spill Environmental Coalition



VDZ received

9/27/05

RESOLUTION 2005 - 06 - EC

SUPPORT FOR MAINTAINING ESCORT TUGS
IN PRINCE WILLIAM SOUND

WHEREAS, the Prince William Sound Aquaculture Corporation supports maintaining a strong and reliable escort fleet and preserving the practice of requiring two escorts, as currently practiced, for all laden crude oil tankers transiting Prince William Sound;

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors;

WHEREAS, the current Prince William Sound escort system provides the capability and resources of immediate, on-scene response of two escort vessels;

WHEREAS, laden double hull tankers, including those with redundant systems, are currently voluntarily escorted in a two-tug escort configuration;

WHEREAS, since the implementation of the current escort system, there have been no major oil spills and potential accidents have been reduced to near misses;

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, a large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry and economies of coastal communities in south central Alaska and cause major environmental damage.

THEREFORE BE IT RESOLVED, that Prince William Sound Aquaculture Corporation supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden crude oil tankers transiting Prince William Sound.

CERTIFICATION

I HEREBY CERTIFY, that I am the duly elected, qualified and acting Secretary of the Prince William Sound Aquaculture Corporation, an Alaska corporation; that the foregoing is a full, true and correct copy of a resolution duly and legally adopted at a regular meeting of the Board of Directors Executive Committee on September 14, 2005 at which a quorum was present, and that such resolution is now in full force and effect and duly recorded in the minutes of said Board of Directors.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the seal of the Corporation this 30th day of Sept, 2005.

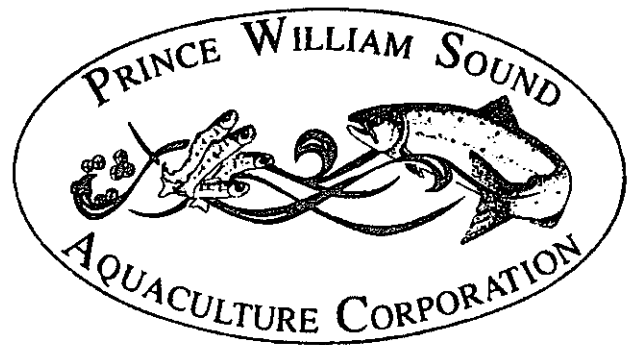
Kap Symmonds
Secretary

PRINCE WILLIAM SOUND AQUACULTURE CORPORATION

Corporate Office • P. O. Box 1110, Cordova, AK 99574

Office: 907/424-7511 • Fax: 907/424-7514

Website: www.pwsac.com Email: pwsac@ak.net



September 21, 2005

Sharry Miller
PO Box 2961
Valdez 99686

Dear Sharry:

At its last regularly scheduled meeting, the PWSAC Executive Committee passed a motion to support maintaining the two-tug escort practice to accompany oil tankers transiting Prince William Sound. A Resolution to that effect is enclosed.

Sincerely,

Ruth Hanis
Administrative Assistant /
Human Resource Specialist

Enclosure

PRINCE WILLIAM SOUND AQUACULTURE CORPORATION
Corporate Office • P. O. Box 1110, Cordova, AK 99574
Office: 907/424-7511 • Fax: 907/424-7514
Website: www.pwsac.com Email: pwsac@ak.net

RESOLUTION 2005-14-9

VDZ received

9/16/05 JP
RW

A RESOLUTION OF CORDOVA DISTRICT FISHERMEN UNITED IN SUPPORT OF MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN CRUDE OIL TANKERS TRANSITING PRINCE WILLIAM SOUND.

WHEREAS, the composition of Trans Alaska PIPELINE System trade tankers is moving towards a filled of double-hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors;

WHEREAS, the current Prince William Sound escort system provides the capability and resources of immediate, on-scene response of two escort vessels;

WHEREAS, laden double hull tankers, including those with redundant systems, are currently voluntarily escorted in a two-tug escort configuration;


WHEREAS, since the implementation of the current escort system, there have been no major oil spills and potential accidents have been reduced to near misses;

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, a large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry and economies of coastal communities in south central Alaska and cause major environmental damage.

NOW, THEREFORE, BE IT RESOLVED, Cordova District Fishermen United, supports the continued operation of the Prince William Sound escort system in the configurations described in the 2001 Vessel Escort and Response Plan for all laden crude oil tankers transiting Prince William Sound.

PASSED AND APPROVED by Cordova District Fishermen United on the 14th day of September, 2005.


Diane Platt, Executive Director

Introduced by: Chay, Merkes
Date: 9/20/05
Action: Adopted
Vote: 9 Yes, 0 No

**KENAI PENINSULA BOROUGH
RESOLUTION 2005-086**

**A RESOLUTION IN SUPPORT OF MAINTAINING A STRONG AND
RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF
REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL
LADEN TANKERS TRANSITING PRINCE WILLIAM SOUND**

WHEREAS, Trans Alaska Pipeline System trade tankers are moving toward a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990; and

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather, and human or organizational errors; and

WHEREAS, the current Prince William Sound escort system provides the capability of immediate, on scene response of two escort vessels; and

WHEREAS, laden double hull tankers, including those with redundant systems are currently voluntarily escorted in a two tug escort configuration; and

WHEREAS, since the implementation of the current escort system there have been no major oil spills, and potential accidents have been reduced to near misses; and

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

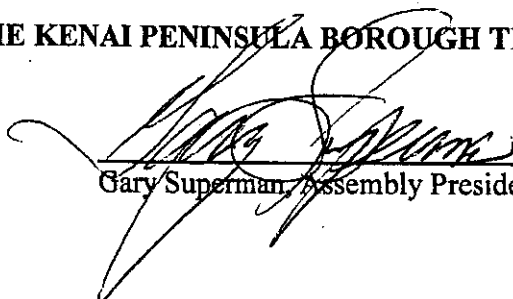
WHEREAS, Cook Inlet is downstream of Prince William Sound;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

SECTION 1. That the Kenai Peninsula Borough Assembly strongly supports safe operation of the oil tankers that transit Prince William Sound and the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden tankers transiting Prince William Sound.

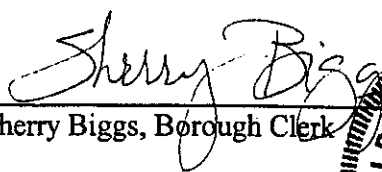
SECTION 2. That this resolution takes effect immediately upon its adoption.

ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH THIS 20TH DAY OF SEPTEMBER, 2005.

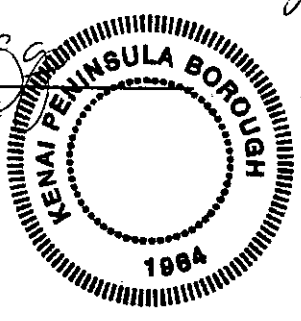


Gary Superman, Assembly President

ATTEST:



Sherry Biggs, Borough Clerk



AWRTA Escort Resolution (03/10/05)

The resolution of AWRTA in support of maintaining a strong and reliable escort fleet and preserving the practice of requiring two escorts, as currently practiced, for all laden crude oil tankers transiting Prince William Sound.

RESOLUTION 1-2005

A RESOLUTION OF THE ALASKA WILDERNESS RECREATION & TOURISM ASSOCIATION IN SUPPORT OF MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN CRUDE OIL TANKERS TRANSITING PRINCE WILLIAM SOUND.

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors;

WHEREAS, the current Prince William Sound escort system provides the capability and resources of immediate, on-scene response of two escort vessels;

WHEREAS, laden double hull tankers, including those with redundant systems, are currently voluntarily escorted in a two-tug escort configuration;

WHEREAS, since the implementation of the current escort system, there have been no major oil spills and potential accidents have been reduced to near misses;

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design; and

WHEREAS, a large oil spill in Prince William Sound would adversely affect the commercial fisheries, tourism industry and economies of coastal communities in south central Alaska and cause major environmental damage.

NOW, THEREFORE, BE IT RESOLVED, the Alaska Wilderness Recreation & Tourism Association, supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden crude oil tankers transiting Prince William Sound.

PASSED AND APPROVED by the Alaska Wilderness Recreation & Tourism Association on this *28th of February, 2005*.

CHUGACH ALASKA CORPORATION

BOARD OF DIRECTORS

RESOLUTION 05-04

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors;

WHEREAS, the current Prince William Sound escort system provides the capability of immediate, on scene response of two escort vessels,

WHEREAS, laden double hull tankers, including those with redundant systems are currently voluntarily escorted in a two tug escort configuration;

WHEREAS, since the implementation of the current escort system there have been no major oil spills and potential accidents have been reduced to near misses, and

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design,

NOW THEREFORE BE IT RESOLVED, the Chugach Alaska Corporation Board of Directors, supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden tankers transiting in Prince William Sound.

DATED this 16th day of March, 2005.

Sheri Buretta
Sheri Buretta, Chairman of the Board

ATTEST:

David Totemoff Sr.
David Totemoff, Sr., Corporate Secretary



YEA: 8

NAY: 0

ABSTAIN: 0

801.106.050228.Homer2escort.pdf

February 16, 2005

Prince William Sound Citizens' Advisory Council
City of Homer
John Velsko
Box 2269, Homer, Alaska 99603
jvelsko@hotmail.com
(907)235-7836

VDZ received

2/18/05

Homer City Manager
Walt Wrede

Hello Walt,

PWSRCAC staff has requested that I submit the attached **RESOLUTION** for consideration by the Homer City Council at the next meeting on February 28, 2005. I added the last **WHEREAS** as it pertains to our area. Most of us still remember the widespread commercial fishing closures in Cook Inlet and Kodiak Island waters and environmental damage to the outer Kenai Peninsula coast caused by the **EXXON VALDEZ** oil spill in Prince William Sound in 1989.

The current escort system employs a significant number of Peninsula mariners, many of them from the Homer area. The system works. Since its inception there have been several near misses that could have resulted in an environmental tragedy but for the escort vessels. While a great improvement over a single hull, a double hull tanker still has the potential to disgorge huge amounts of crude oil into the marine environment if run aground. In addition the escort tugs have oil spill response and firefighting capabilities.

The City of Homer has a seat on the PWSRCAC because we would be an affected downstream community in the advent of a large crude oil spill in Prince William Sound. Prevailing winds and currents would push the oil along the outer Kenai Peninsula coast and into Lower Cook Inlet within a week. If this were to occur during the summer months the economic impacts to the City of Homer could be enormous.

I don't believe that passing this **RESOLUTION** sends the message that Homer is anti-oil. In fact, many Alaskans feel that ANWR would be in production now if not for the glaring inadequacies in spill prevention and response that the **EXXON VALDEZ** oil spill brought to national attention in 1989.

Please place this **RESOLUTION** on the Council's agenda for February 28th. and I would appreciate your enclosing this letter in their packet along with the attached materials. Feel free to call me if you have any concerns.

Sincerely,

John Velsko

RESOLUTION XXX

A RESOLUTION OF THE CITY OF HOMER IN SUPPORT OF MAINTAINING A STRONG AND RELIABLE ESCORT FLEET AND PRESERVING THE PRACTICE OF REQUIRING TWO ESCORTS, AS CURRENTLY PRACTICED, FOR ALL LADEN TANKERS TRANSITING PRINCE WILLIAM SOUND.

WHEREAS, the composition of Trans Alaska Pipeline System trade tankers is moving towards a fleet of double-hulled tankers as required by the Oil Pollution Act of 1990;

WHEREAS, the current Prince William Sound escort system safeguards against oil spills caused by navigational errors, severe weather and human or organizational errors;

WHEREAS, the current Prince William Sound escort system provides the capability of immediate, on scene response of two escort vessels;

WHEREAS, laden double hull tankers, including those with redundant systems are currently voluntarily escorted in a two tug escort configuration;

WHEREAS, since the implementation of the current escort system there have been no major oil spills and potential accidents have been reduced to near misses, and

WHEREAS, it is imprudent to reduce proven prevention programs based solely on improvements in vessel engineering and design.

WHEREAS, a large oil spill in Prince William Sound would likely adversely affect the commercial fisheries and tourism industry in Lower Cook Inlet and cause major environmental damage,

NOW THEREFORE BE IT RESOLVED, the City of Homer supports the continued operation of the Prince William Sound escort system in the configuration as described in the 2001 Vessel Escort and Response Plan for all laden tankers transiting Prince William Sound.

PASSED AND ADOPTED by the Homer City Council on the 28th day of February 2005.



Kodiak Island Borough

OFFICE of the MAYOR

710 Mill Bay Road

Kodiak, Alaska 99615

Phone (907) 486-9301 Fax (907) 486-9374

March 31, 2005

VDZ received

4/15/05 JF
AW
LS

Gentlemen:

The Kodiak Island Borough has concerns about the discussions within the oil industry to reduce the number of escort vessels necessary to escort a laden tanker out of Prince William Sound. While the design and construction of the new double hull tankers goes far beyond the mandates of OPA 90, we do not believe that new ship designs alone should replace the escort prevention system that is currently in place in Prince William Sound. The escort vessels carry spill response equipment and have firefighting capabilities that provide on-site, first-responder capability should a spill incident happen.

It is of major concern that a movement appears to be underway, once all single-hull tankers have been replaced with double hull ones, to follow the VRP escort vessel provision which does not require an actual escort vessel for a Trans Alaska Pipeline System tanker, but to have one *available within the PWS region* to respond if a spill happens. To have on-site capability to respond as opposed to having a vessel "available somewhere in the Prince William Sound Region" is a backward step and a risk we feel that should not be taken.

We support the views of the Prince William Sound Regional Citizens' Advisory Council to continue operation of the PSW tanker escort program in the configuration described in the 2001 Vessel Escort and Response Plan, whereby: two escorts stay in close configuration through northern Prince William Sound with the primary escort tethered through Valdez Narrows; one close escort and a sentinel are assigned through Central Prince William Sound; two close escorts are maintained through Hinchinbrook Entrance; and a sentinel is stationed until a laden tanker reaches a distance of 17 miles seaward of Cape Hinchinbrook.

We urge you to NOT reduce the number of escort vessels necessary to escort a laden tanker out of Prince William Sound.

Sincerely,

OFFICE OF THE BOROUGH MAYOR

Jerome M. Selby.
Borough Mayor

SENATE COMMITTEE REPORT

DATE: 3/20/09

FURTHER: Rules

DATE TURNED
IN TO OFFICE: 3/24/09

State Affairs Committee considered HOUSE JOINT RESOLUTION NO. 19

HJR 19 OIL TANKER ESCORT VESSELS/OIL SPILL ANNIV

Recognizing the 20th anniversary of the Exxon Valdez oil spill and supporting the continued practice of accompanying each oil tanker through Prince William Sound with at least a two vessel escort.

and recommends:

- be replaced with SCS or CS _____ (_____)
- adopt previous SCS or CS _____ (_____)
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

SENATE BILL:
 Same Title
 New Title

HOUSE BILL:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

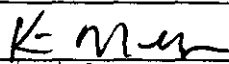
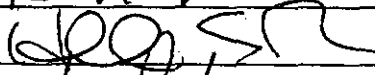

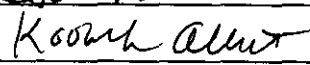

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
H. Res.	3/11/09			✓	1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
	Meyer	X			
	French	X			
	PASKIN	X			
	Koolan	X			
CHAIR: 	MENARD	X			