

ALASKA LEGISLATURE SPECIAL COMMITTEE/SUBJECT FILES 8672

2839 SCOMM 123. TASK FORCE ON MOTORIZED OIL TRANSPORT, 2000

p. 6 Add following to Conclusion:

"The Task Force recommendations were reached through a consensus process in response to its obligations under the provisions of Senate Bill 273. The recommendations have implications for both state law and regulations. In an effort to meet its obligations and assist the legislature, the Task Force has incorporated recommendations requiring legislative action formatted as draft legislation. The Task Force also reached consensus that any legislation in response to Senate Bill 273 avoid changes to oil spill liability laws beyond those described in this report. The Task Force recommends the provisions of the draft legislation appended to this report be adopted without substantive legislative amendments in order to preserve the balance of interests envisioned by the Task Force.

The Task Force recommends the Legislature adopt a Letter of Intent with this draft legislation, incorporating by reference this report, the documents the Task Force used in preparing the report, and the transcripts of the Task Force meetings, to serve as a record of the legislative intent for any future interpretation of the legislation and to be used by the Department of Environmental Conservation as a guideline for drafting regulations to implement the legislation."

p. 6 Add following to Conclusion:

"The Task Force recommendations were reached through a consensus process in response to its obligations under the provisions of Senate Bill 273. The recommendations have implications for both state law and regulations. In an effort to meet its obligations and assist the legislature, the Task Force has incorporated recommendations requiring legislative action formatted as developed draft legislation, through a consensus process designed to implement the provisions of Senate Bill 273. The draft legislationThe Task Force also reached consensus that any legislation in response to Senate Bill 273 is crafted to avoid new changes to oil spill liability laws beyond those described in this report. not necessarily for that implementation. The Task Force recommends the provisions of the draft legislation developed by the Task Force by consensus and appended to this report be adopted without substantive legislative amendments during the legislative process in order to preserve the balance of interests envisioned by the Task Force.

The Task Force recommends the Legislature adopt a Letter of Intent with this draft legislation, incorporating by reference this report, the documents the Task Force used in preparing the report, and the transcripts of the Task Force meetings, to serve as a record of the legislative intent for any future interpretation of the legislation and to be used by the Department of Environmental Conservation as the a guidelines for drafting regulations to implement this the legislation."

SCOMM

123:7

Posted State
WEB - 8/2/00

Notice of Public Meeting for the Task Force on Motorized Oil Transport - Response Planning Standard Subcommittee Meeting.

The Alaska Department of Environmental Conservation (ADEC), Division of Spill Prevention and Response announces that a public meeting will be held on August 23, 2000 in the Legislative Information Office, 716 West 4th Avenue, 2nd Floor, suite 200, Anchorage, Alaska 99501 from 9 a.m to noon and 2:00 p.m to 5 p.m.

This is one of a series of Task Force on Motorized Oil Transport subcommittee meetings to determine how to implement response planning standards for a railroad tank car contingency plan and for a nontank vessel contingency plan as set out in Senate Bill 273 regarding oil discharge prevention and contingency plans for all self-propelled nontank vessels exceeding 400 gross registered tonnage and railroad cars carrying bulk oil and authorizing the inspection of nontank vessels and trains.

Any person interested in further information is encouraged to contact Larry Dietrick, Spill Prevention & Response, Alaska Department of Environmental Conservation, 410 Willoughby Avenue, Juneau, Alaska 99801, (907) 465-5250, e-mail at ldietric@envircon.state.ak.us. You may also contact Judith Erickson of Capital Information Group at (907) 586-3118.

If you are a person with a disability who may need special assistance to participate in the process on the proposed regulations, please contact Joel Casto at (907) 465-5041 as soon as possible to make necessary arrangements.

*This meeting will address
vessels - a separate
meeting will be held on
the AK Railroad.*

**Notice of Public Meeting for the
Task Force on Motorized Oil Transport –
Response Planning Standard Work Group Meeting.**

The Alaska Department of Environmental Conservation (ADEC), Division of Spill Prevention and Response announces that a public meeting of the Response Planning Standard Work Group of the Task Force on Motorized Oil Transport will be held on September 6, 2000 in the Legislative Information Office, 716 West 4th Avenue, 2nd Floor, suite 200, Anchorage, Alaska 99501 from 9:30 a.m to noon and 1:00 p.m to 4:30 p.m. This meeting will be a continuation of the work group's August 23 meeting.

This is one of a series of Task Force on Motorized Oil Transport work group meetings to determine how to implement response planning standards for a railroad tank car contingency plan and for a nontank vessel contingency plan as set out in Senate Bill 273 regarding oil discharge prevention and contingency plans for all self-propelled nontank vessels exceeding 400 gross registered tonnage and railroad cars carrying bulk oil and authorizing the inspection of nontank vessels and trains.

The agenda for the work group will be posted to the Task Force website at: <http://www.state.ak.us/local/akpages/ENV.CONSERV/nontank/home.htm>. Any person interested in further information is encouraged to review the website or contact Task Force facilitator Brian Rogers at (907) 452-2461, email at: brogers@infoinsights.com. You may also contact Judith Erickson of Capital Information Group at (907) 586-3118, email at jerickso@pob.x.alaska.net.

If you are a person with a disability who may need special assistance to participate in the process on the proposed regulations, please contact Joel Casto at (907) 465-5041 as soon as possible to make necessary arrangements.

RESPONSE PLANNING STANDARD WORK GROUP

Co-chairs: Gene Burden, Lee Egland, John Hansen

Meeting on August 23, 2000

Anchorage Legislative Information Office

9 a.m. to noon and 2:00 p.m. to 5 p.m.

DRAFT AGENDA

GOAL: Determine how to achieve the response planning standard for
(a) affected nontank vessels and
(b) trains carrying oil.

1. Work group process and methodology
 - Decision-making process
 - Timetable for work group
 - Objectives and deliverables
2. What is the response planning standard for non-tank vessels?
 - Discussion of similarities with and differences between non-tank vessels and currently regulated oil transporters
 - Explanation of current roles and responsibilities
3. Identify characteristics of affected vessels
 - What vessels, when, where, how often, what fuel type?
 - Comparison with currently regulated oil transporters
 - Identify any additional data needs
4. Identify potential additional response regions
 - What are Most Environmentally Sensitive Areas?
 - Where is existing response equipment, what kind, how much is there?
 - How does existing equipment relate to traffic patterns?
 - Identify gaps in coverage
 - Identify any additional data needs
5. Offshore response and navigation routes
6. Discuss process for designing standardized spill response scenarios
 - Identify maximum worst case discharge scenarios
 - Identify factors that will contribute to the threat of a discharge
 - Identify factors that will inhibit a response
 - Develop standardized spill and response scenarios
 - Identify any additional data needs
7. Review major response elements of contingency plans
8. Future Issues
 - Determine additional work group data needs
 - Determine agenda for 9/6 RPS Work Group Meeting
 - Review major Alaska Railroad issues for 8/30 RPS Work Group meeting



Teleconference Participants

TCN: 10910

Participant Lists

View List for

ALL



Testifiers



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Participants

Unidentified Testifiers: 0

Unidentified Observers: 0

JUNEAU (JNU)

1

Name: Kris Norosz

Phone: 772-4294

Address:

Affiliation: Icicle Sea

City /St /Zip:

Type: Testifier

Bill:

2

Name: Heather McCarty

Phone: 586-4260

Address:

Affiliation: At-Sea

City /St /Zip:

Type: Testifier

Bill:

3

Name: Stephanie Madsen

Phone: 586-6366

Address:

Affiliation: PSDA

City /St /Zip:

Type: Testifier

Bill:

4

Name: Bob Tkacz

Phone: 463-5455

Address:

Affiliation: AK Fisherm

City /St /Zip:

Type: Testifier

Bill:

KETCHIKAN (KTN)

1

Name: Mr. David Owings

Phone: 2257002

Address:

Affiliation: SEAPRO

City /St /Zip: Ketchikan AK 99901

Type: Testifier

Bill: Motorized Oil Transports



LEGISLATIVE TELECONFERENCE NETWORK

SIGN-IN SHEET

10910

PLEASE PRINT

SPONSOR: Motorized Oil Transport Task Force
 SUBJECT: Meeting
 START/END TIME: 9am DATE: 8-23-00

	Name/Representing	Address	Zip	Phone No.	Testify	Observe	Bill No.
1.	SCOTT CARTER / AK NITROGEN PRODUCTS						
2.	LESLIE PEARSON / ADEL						
3.	LURILLA LEE / Trident Seafoods Corp	5303 Shilshole Ave NW, Seattle, WA	98107	(206) 783-3818			
4.	Darryl Wamato	555 Cordova St Anchorage, AK	99501	269-7683			
5.	PAUL AXELSON	Box 8080, Ketchikan, AK 99901		225-8080			
6.	LEE EGUND	PO Box 2287 SEATTLE 98114		206 340 2741			
7.	BERNIE SMITH	17710 TOAKUAKA WAY EAGLE RIVER	99577	263-2101			
8.	BOB HEAVILIN AK CHADOUX CORP	721 W. 1st ANCHORAGE	99501	278-3348			
9.	TERRY MURPHY " " "	" " "	" "	278 3301			
10.	Lynda Hycce / For Jim Carter	RCAC's - PO Box 3089 - Valdez	99686	835-5957			
11.	Tim Robertson	PO Box 175 Seldovia, AK	99663	234-7821			
12.	JAMES BRECKENHAM / CITY OF SEWARD, SCOTT JANKE, MANAGER	P.O. BOX 167, SEWARD, AK 99664		224 4047		X	
13.	DOUG LENTSCHE CISPRI	PO Box 7314 NIKISKI AK 99602	99605	776-5129			
14.	Joe LeBeau ACE Valley ORSOM	601 S. Plaskett St Ste 206 Palmer	99645	745-6419			
15.	Jeff Ginalmas ARRC	327 W. Ship Creek Ave Anch	99501	265-2535			



LEGISLATIVE TELECONFERENCE NETWORK SIGN-IN SHEET

SPONSOR: _____

SUBJECT: _____

START/END TIME: _____ DATE: _____

PLEASE PRINT

	Name/Representing	Address	Zip	Phone No.	Testify	Observe	Bill No.
1.	Tom Ruetter North Star	790 Ocean Dock Rd	99501	272-7537			
2.	JAMES S. BURNS VINTAGE	16200 LUNA ST	99516	345-8517			
3.	JEAN BUTLER USCG D17	Box 25517 Juneau AK 99802		463-2210			
4.	Susan Harvey ADEC	555 Cordova St Anch AK	99501	269-3054			
5.	Ken Rogowski	// //	//	269-7590			
6.							
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Response Planning Standard Work Group

August 23, 2000 Meeting Summary
Anchorage Legislative Information Office
9:00 - 12:00, 2:00 - 5:00

Task Force members present: RPS Work Group Co-chairs Gene Burden, Lee Egland and John Hansen; and members Scott Carter, Jeff Ginalias (for Ernie Piper), Bob Heavilin, Lynda Hyce (for Jim Carter), Doug Lentsch, Charlotte MacCay, Jeff Thompson, Denise Henderson (for Rep. Kott), Pat Carter and Kristopher Knauss (for Sen. Pearce)

Task Force members on teleconference: Rep. Beth Kerttula; Stephanie Madsen and Heather McCarty (Juneau LIO); Dave Owings (Ketchikan LIO)

DEC staff present: Larry Dietrick, Susan Harvey, Steve Provant, Ken Rogowski, Larry Iwamoto, Leslie Pearson

Task Force Facilitation: Brian Rogers, Judith Erickson

Task Force Technical Assistance: Paul Fuhs

Members of the public also attended

Agenda Item 1. Work group process and methodology

Decision-making process

Brian Rogers said the work group would attempt to achieve consensus on issues rather than conduct formal votes; he noted that membership of the work group is open to any task force member. The job of the work group is to frame issues for the Task Force to consider. The Task Force on Motorized Oil Transport will be the final decision maker.

Rogers said after the work group has concluded its discussion of an agenda item he would solicit any comments from the public participants on that item before moving on.

Objectives and deliverables

The goal of the work group is to "determine how to achieve the response planning standard (RPS) for affected nontank vessels and trains that carry oil." The work group will address how the Alaska Railroad can achieve the RPS at a separate meeting on August 30.

The work group members reached consensus on several objectives and deliverables.

Objectives:

1. Determine how to achieve the response planning standard for the affected vessels within the framework of SB 273.
2. Develop response strategies which are realistic, effective, economically feasible and flexible.

Deliverables:

1. Identify the areas that could be covered by existing oil spill cooperatives (CISPRI, Chadux and SEAPRO). Identify costs associated with coop membership.
2. Identify which geographic areas the coops could potentially expand into to supply spill response services within 48 hours if additional equipment was purchased. Determine to what extent this would cover the RPS for nontank vessels?

3. Identify geographic areas where providing spill response services within 48 hours poses a significant challenge and might require alternatives to the 48-hour RPS.
4. Address issues of cost, weather and whether nontank vessel owners will be required to plan for the largest spill in an area or for simultaneous spills.
5. Decide what additional response elements besides mechanical response will be required to meet the goal of the RPS for nontank vessels.

DEC SPAR Director Larry Dietrick noted there is a distinction between a planning standard and a performance standard. When planning a response, or trying to meet to a 48-hour requirement, Dietrick said it is done in conditions where a response can be delivered. "You define the realistic maximum operating limitation and if you determine that you can only contain and control oil up to a three-foot sea state, then that's what you plan your response to." Dietrick said an operator is not held to the planning standard for its response if weather conditions prevent meeting the RPS, and is not held liable under existing law for failure to meet the RPS.

Agenda Item 2. What is the response planning standard for nontank vessels?

Discussion of similarities with and differences between non-tank vessels and currently regulated oil transporters.

The facilitator handed out a table comparing the response planning standard for tank vessels, noncrude tank vessels and nontank vessels as required by SB 273. It was noted that the RPS for the noncrude vessels and barges and the RPS for the nontank vessels under SB 273 are nearly identical.

Gene Burden said that most cargo vessels, whether foreign trampers or U.S. fleet, and cruise ships carry persistent oil; almost all the fishing fleet carry nonpersistent, running on diesel, with the exception of the tenders which use persistent fuel. The majority of the fuel carried by the Alaska Railroad is nonpersistent.

Burden noted that apart from vessels controlled by Tesoro, Unocal, Phillips and Marathon, most of the large ships are operating in Alaska waters with 50 percent or less of their cargo capacity full. He said this might have some bearing on how worst case scenarios are structured.

DEC staff pointed out that the financial responsibility applications will supply a source of data regarding vessels, maximum volume of fuel and fuel type. The applications are due September 1.

Pat Carter, Sen. Pearce's staff, pointed out that under SB 273, the RPS applies to the predominant fuel carried on a nontank vessel. He said he could not think of any reason for different response planning standard for nonpersistent and persistent oil.

Lynda Hyce recommended that the group plan for response to the largest or maximum spill in each region.

Explanation of current roles and responsibilities

Work Group Co-chair John Hansen expressed an interest in the roles that various organizations in response planning and delivery of response services. What is the role of the U.S.C.G and DEC and what is their planning capability? What is the role of the co-ops? Are there gaps in the management organizational structures?

Susan Harvey, DEC, said it is clear in Alaska law that the responsible party (RP), the vessel owner, is responsible for the managing the response and cleaning up an oil spill. The RP may choose to use a spill contractor such as a co-op to efficiently manage the cleanup. She noted that many vessel owners secure their own resources, personnel and equipment rather than contracting with a co-op.

Hansen asked DEC to provide the work group with documents that outline the process for preparation, review and activation of a contingency plan. DEC will make that document available.

The work group agreed it would be helpful for DEC to provide them with a review of federal and state response planning and contingency plans. A brief overview of these topics will be included on the work group's 9/6 agenda; a more in-depth presentation will be made available to Task Force members at another time. Harvey asked that work group members submit their questions regarding response and the contingency planning process to Brian Rogers so DEC can tailor their presentation to those questions.

Audience member Tim Robertson suggested the work group focus on the subarea contingency plans, the state/federal documents that all other plans must be congruent with, and use them as the vehicle to accomplish as much as possible, putting as little as possible in private plans. These plans include tactics, definitions and lists of response resources available in the various subareas.

Agenda Item 3. Characteristics of affected vessels

Brian Rogers said that at its July 11 meeting the full Task Force had asked that the facilitator to prepare a data base of all affected nontank vessels, including size, amount of fuel carried and areas traveled. Task force members were asked to submit the information on their vessels to the facilitator.

Rogers said while waiting for the vessel information from task force members, he compiled a data base from marine pilot records. He described the data base that lists the largest vessels by gross tonnage by type by waters traveled. Rogers noted that there is no information in this data regarding fuel type or quantity. He handed out summaries of the data for Southcentral and Southeast Alaska.

The facilitator will continue to build the database. Rogers noted, however, that the discussion at today's meeting has pointed out that what is most needed is the data on the vessel carrying the largest fuel quantity in each region.

Rogers asked the work group if this is the type of data they were looking for and whether they have any suggestions on how to fill in the holes. He noted that several task force members had contacted him to say their data work is underway.

Co-chair Gene Burden recommended that the group assume that the largest fuel capacity for these vessels is 800,000 gallons, or 20,000 bbls of persistent fuel. He asked the co-ops if they could take this assumption and identify the locations where each co-op currently provides spill services; where they possible could meet the 48-hour RPS with additional equipment; and which areas are totally "off the radar map."

Rogers noted that the Hyundai coal ships are currently carrying up to 1.8 million gallons (43,000 bbls), at 70 percent of their total 2.7 million gallon capacity. This would affect Seward.

The work group asked the co-ops to make a presentation at the next meeting on September 6, regarding their spill response coverage.

Bob Heavilin of Chadux said his co-op is set up to respond anywhere in the state. The co-op has equipment in Anchorage, in North Kenai, and response depots in Kodiak, Cordova, Valdez and Unalaska. He said a three-year plan is underway to add response hubs in Dillingham (summer 2001), Bethel, Nome and Prudhoe Bay.

Dave Owings with SEAPRO said his co-op can provide adequate spill response coverage for vessels in Southeast, Alaska. He noted that late last week the co-ops received word that they have collectively secured funding for a program called "Response." He said this will allow the co-ops to put together a

statewide database of all the spill response equipment in Alaska. The database will be available to the co-ops and the state. Owings said this will be a good tool for the Task Force.

Co-chair Burden asked the co-ops to provide the work group with a presentation at the next meeting detailing the areas they believe might be of concern to them. Burden said this will give the work group a better idea of where the gaps exist.

The facilitator handed out a large version of a map prepared for the Alaska Petroleum Distributors and Transporters (APD&T) organization in 1996/97 that illustrates the planning regions and characterization of APD&T operations and risks. Lee Eglund of Crowley Maritime said the map provides a good overview of the general traffic routes of the tank barges and the major locations they call on. He said it also shows the areas identified as the most environmentally sensitive areas or MESAs, which helped the APD&T decide where to place additional response equipment.

Lynda Hyce noted that the PWS RCAC is currently doing a survey of oil spill response equipment availability outside of that owned by SERVVS. The inventory will include the equipment owned by co-ops on the West Coast and in Alaska, and government and other sources. She said this inventory will be completed in September and she will share it with the work group.

Paul Fuhs said the task of this work group is to determine whether there is sufficient equipment to reach the 10 regions in Alaska and if not, what is needed. Fuhs said it is still unclear as to who should determine what will be sufficient. Should DEC say what is sufficient or is it the Task Force? Fuhs said the equipment issue must be settled early on to determine the cost to industry.

Steve Provant, DEC, noted that the noncrude contingency plan holders are now going through a process to identify how to get resources into the MESAs by aircraft. This information will be made available to the work group as it is compiled.

Agenda Item 4. Potential additional response regions

What are the Most Environmentally Sensitive Areas (MESAs)?

Larry Iwamoto, DEC, gave a presentation on MESAs. He handed out two maps—one depicting the MESAs in the Arctic, Western, and Southwest Alaska and the second depicting the MESAs in Southcentral, Southeast and Southwest Alaska. Iwamoto said 33 MESA maps were produced by the Alaska Dept. of Fish and Game in 1997 with funding from DEC. An additional 35 were produced in 1998. ADF&G anticipates finalizing the first 33 MESA maps in September and the next 35 by June 30, 2001. Iwamoto gave Rogers an electronic version of the maps to post on the web site.

He said while the MESA maps were produced primarily for the noncrude carriers to give them an idea of where the sensitive areas are in Alaska, they are being included in the subarea plans as they are updated. He advised the work group that there are geographic response strategy work groups in progress that are developing response strategies for each of the MESAs as they pertain Prince William Sound and Cook Inlet.

Steve Provant noted that the ADP&T map only illustrates the MESAs that members of the ADP&T barges travel within five miles of. He said there could be other MESAs that would be impacted by this legislation that are not impacted by the currently regulated community. He suggested they be added to the ADP&T map.

Iwamoto said that NOAA also has some subarea maps of environmental sensitive areas. A summary of the NOAA ESI (Environmentally Sensitive Index) maps was handed out to the work group.

What is existing response equipment, what kind, how much is there?

Brian Rogers said he had prepared a data base of the major spill equipment inventories (bladders, boom, tanks, vessels, skimmers) he received from DEC, Chadux, CISPRI and SEAPRO but had not received the information in time to prepare a summary. The data base was requested by the Task Force at its July 11 meeting. Rogers said the inventory identifies the equipment by location. He noted that some data might still be missing.

Bob Heavilin, Chadux, suggested the facilitator add response equipment from the U.S. Navy (Fort Rich), the U.S.C.G at their Kodiak base and DEC nearshore equipment.

Paul Fuhs questioned whether there are mutual aid agreements amongst the co-ops in Alaska. He asked if DEC has a policy regarding mutual aid agreements. Gene Burden noted that no one can name SERVS as a back-up responder.

Pat Carter said DEC must make it clear if co-op A loans its equipment to co-op B during a spill, will the membership of the co-op A have to scale back on its operations until the equipment is back in place. He said it is unlikely a co-op will loan equipment if it will affect its members' operations.

Steve Provant, DEC, said there is equipment that the co-ops have that goes beyond what they need for meeting the RPS. Provant said DEC would approve that equipment for mutual exchange between co-ops. He noted that some of this is nearshore equipment that is not needed to meet the RPS.

Fuhs said companies that operate in several regions of the state have expressed concern over how they will achieve the RPS. He said mutual aid agreements might address this issue. Fuhs said he sees no other way around this unless a co-op decides to operate statewide and place equipment in areas already covered by another co-op.

Lynda Hyce said there is an agreement in process between SERVS and the U.S.C.G. to allow the Coast Guard to use SERVS equipment in the event of a spill.

Lee Eglund noted that under current law, a vessel owner cannot include equipment in a C plan unless that equipment is under contract.

Pat Carter said these vessels must be able to meet the 15 percent RPS without any public resources.

The oil spill co-ops were asked to look at the areas where they have equipment to respond to nonpersistent spills and identify what equipment would be needed to respond to persistent oil spills in the outlying areas. It was noted that the Chadux hubs for nonpersistent oil don't include skimmers because the barges are required to carry skimmers onboard.

Work group members questioned what is meant by the first part of the RPS— the requirement to contain and control 15 percent of the maximum capacity of a nontank vessel within 48 hours. Larry Dietrick, DEC, said the intent of the statute is to get some boom out to the site and start the initial containment and control actions on the leak coming from the vessel. This means the boom arrives on scene, is deployed and is effectively containing the oil within the 48-hour mark. Dietrick said in remote areas this means the ability to get the boom to the spill by air or sea within 48 hours. He said this assumes the weather is flyable and the seas are navigable. Dietrick said the mission of this Task Force is how to achieve or implement this standard.

The second part of the standard, Dietrick said, is "cleanup within the shortest possible time." He said this means that containment equipment must be out to the spill at the 48-hour mark and within the shortest possible time after that the equipment to remove the oil from the water needs to arrive on scene along with the storage vessels so the oil can be pumped off the water into a container.

Susan Harvey, DEC, noted the RPS calls for cleanup within the shortest period of time so a vessel owner would not want to wait for the 48-hour mark to move in cleanup equipment if it was available earlier.

Larry Dietrick said the work group should be able to assume that the contingency plans the state has already approved for the noncrude tank vessels are acceptable and would cover any nonpersistent spill that could occur from one of these nontank vessels. He said there are two things that must be still be addressed: if the product is switched to persistent what kind of adjustments will need to be made; and are there new spill scenarios that are not covered. Dietrick said these new spill scenarios need to be identified and then the co-ops can determine whether or not they can cover them. He said more vessel data is needed before the department can determine any new spill scenarios.

Larry Dietrick said the work group should establish the minimum amount of equipment that is needed in each hub to meet this standard. He reminded the group that this is a planning standard. Because it calls for planning for 15 percent of what comes out of a vessel, it makes sense to standardize the response equipment kits based on best professional judgment.

Gene Burden said in Cook Inlet and Seward response capabilities are in place to deal with a 6,000 bbls persistent oil spill. He said a good first pass would be to ask the co-ops if they can respond to a 6,000 bbls spill of persistent oil in their areas of operations. If they can't, the co-ops will have to say how large a spill they can respond to.

Lee Egland noted that the response hubs the barge operators put together contain only enough equipment to deal with an initial spill response. The majority of the equipment would be brought in by the co-op. He said it is up to DEC to say how much equipment and capability is needed to respond to a 6,000 bbl spill of persistent product. Then it will be up to the co-ops to determine if they can respond. If they can't respond, what further equipment would they need to meet the RPS.

Pat Carter suggested the work group make a decision on the amount of boom that will be needed to meet the RPS. He recommended the work group consider enough boom to circle the largest vessel two or three times.

Steve Provant, DEC, said barges are now required to have enough boom on board to circle the barge twice. He reminded the committee that the source of the spill must be controlled first. Then, by 48 hours, the vessel owner must have the spill contained and controlled.

A member asked if DEC will make nontank vessel owners plan for simultaneous oil spills. Larry Dietrick said no.

Paul Fuhs suggested a subcommittee of the work group match up the existing oil spill response coverage with the nontank vessel routes and trades and make a recommendation to the work group at its September 6 meeting on the additional equipment that will be needed for nontank vessels to meet the RPS.

How does existing equipment relate to traffic patterns? Identify gaps in coverage.

The work group reviewed the 10 regions in Alaska to determine where gaps might exist. From the data available they tentatively identified the largest vessel in the region and where gaps might exist.

Southeast Alaska Region 1

largest vessel: 77,441 gross tons

fuel tankage capacity: 20,400 bbls persistent fuel

15 % = 3,000 bbls

persistent and nonpersistent coverage

gap - Yakutat area (covered for containment, but not cleanup)

Prince William Sound Region 2

largest vessel: noncrude haulers, nonpersistent fuel
20,000 bbls (largest vessel capacity)
15 % = 3,000 bbls
gap - persistent cleanup

Cook Inlet Region 3

largest vessel: crude oil transfers
20,000 bbls (covers Panamax coal ships)
15 % = 3,000 bbls
gap - Seward (cleanup)

The work group concluded that if a vessel owner uses an existing co-op there isn't a gap for containment and control within 48-hours within regions 1, 2, and 3.

Kodiak Island Region 4

largest vessel: CSX, persistent
20,000 bbls (largest capacity)
15 % = 3,000 bbls
[gap not identified]

Aleutian Region 5

largest vessel: APL container ship (Dutch Harbor)
32,000 bbls (may be higher, need better identification of vessel traffic)
15 % = 4,800 bbls
gap: persistent cleanup
May be some operating areas not covered including cruise operating areas, fishing operating areas.
transitory issues

DEC is looking at a C plan for a vessel proposing to bring 140,000 bbls of nonpersistent product into Adak.

Bristol Bay Region 6

10,000 bbls (largest capacity, primarily fishing activity)
(APD&T) hub in Dillingham in 2001
gap: persistent cleanup (trampers)
transitory issues

Western Alaska Region 7

10,000 bbls (largest capacity, primarily fishing activity)
(APD&T) hub in Bethel in 2002
gap: persistent cleanup

Northwest Arctic Region 8

10,000 bbls
(APD&T) hub in Nome in 2002
gap: persistent cleanup

North Slope Region 9

8,000 bbls
(APD&T) hub in 2003
limited equipment, seasonal

gap: persistent cleanup
gap: lack of boom/co-op

Equipment could be deployed from Anchorage by air as easily as from Wainwright.

DEC staff reported that Alaska Clean Seas is working to acquire enough equipment to respond to a spill of 45,000 bbls.

10. Interior Alaska Region

More vessel information is needed

After all the vessel data is assembled the work group will be able to determine at its next meeting if these figures represent the largest vessel in each region, Brian Rogers said. The work group discussed basing the RPS for each region on the largest vessel that transits through the region. It was pointed out that most of these nontank vessels do not operate at full capacity. DEC was asked for some direction on the definition of capacity.

Steve Provant, DEC, said the department has a policy that allows vessel owners to plan for less than full capacity if they certify the maximum capacity they will carry. Susan Harvey, DEC, said this is then a legal obligation and the shipper may never carry more than the amount certified. Gene Burden noted that CISPRI charges its members based on volumes transported. Bob Heavilin said Chadux assesses its full members based on volume transferred and its associate members on cubic capacity.

It was recommended that a system be built into the RPS to upgrade areas if larger vessels move into an area.

Pat Carter said it is his understanding that the existing co-ops have adequate equipment, once all of it is in place, to meet the 15 percent RPS in all regions in Alaska except in the Aleutian Islands. No one disagree with his assessment for the initial containment and control requirement in the RPS. All agreed that more equipment will be needed for cleanup of persistent fuel.

Agenda 5. Offshore response and navigation routes

Larry Dietrick, DEC, said the RPS is required only in state waters, within three miles. He said in California, vessels are being routed up to 25 miles offshore. In the event they lose power a tug can reach the ship before it could reach the shore. This works as well for cleanup.

Dietrick said the TAPS crude tankers used to transit within 50 miles of Alaska's coast. To meet the federal OPA 90 requirements, they were required to stockpile dispersant in Sitka, in the event of a spill within federal waters. The vessel routes have since been changed to more than 200 miles offshore, so the tanker owners are exempt from state and federal requirements.

He said nontank vessel routes could possibly be adjusted to keep some of these vessels outside of state waters, exempting the vessels from the state's oil spill planning requirements. Dietrick said the state has argued in the past, however, that if a vessel is beyond the state's three mile limit it will still need a contingency plan if a spill could migrate into state waters.

If vessels are offshore except when they enter a port, Dietrick said the work group could focus its efforts on positioning a response capability to address transit in and out of those ports.

Dietrick suggested a map illustrating nontank vessel traffic would be helpful in planning where further response hubs will need to be positioned. He said offshore navigation routes is a tool to deal with the RPS in Western Alaska and the Aleutians.

Lee Egland noted that the APD&T changed some of their barge routes in order to avoid the MESAs.

Agenda 6. Discussion of standardized spill response scenarios

Identify maximum worst case standardized spill response scenarios

Susan Harvey, DEC, said in designing a worst case standardized spill response scenario one must take into account equipment, personnel, weather constraints and environmental considerations in each region and design a response to address all these factors.

Leslie Pearson, DEC, said in each subarea plan there is a generic scenario that the work group could look at when determining where additional equipment might be needed.

Lee Egland said this work group must decide how an affected vessel can achieve the RPS. He said that would include what response resources will be needed to contain and control 15 percent of a vessel capacity within 48 hours. Egland said how it is implemented will take into account personnel, communications and other issues and will be addressed in the contingency planning process.

Paul Fuhs said the work group should be piggybacking on what is already in place for spill response. He said it is the work group's job to identify areas that are not currently covered. He noted that during the legislative session, DEC Commissioner Brown testified that these nontank vessel owners could have streamlined contingency plans that would require the owner to have a certificate of financial responsibility, to certify that any mandatory prevention equipment is onboard and have a contract with a response action contractor. Fuhs said it was not Brown's idea that these small fishing vessels would need large contingency plans. He said these scenarios could be considered in regards to training and spill drills, but no one knows yet what DEC will require for training and drills.

Gene Burden said there is a good history of C plans and scenarios in many of the areas where these vessels will be operating, but many vessel owners required to meet this RPS are new to the contingency plan process. Burden suggested the work group consider a phase-in program for these smaller companies accompanied by workshops, training and assistance to help get them underway with this program.

Susan Harvey, DEC, said the quickest win for the cruise ships might be to hand DEC their current SOPEP (federally required shipboard oil pollution emergency plan) and ask if it is acceptable. She said smaller operators might need a "turn-key operation," where a co-op supplies the spill response equipment and helps the operator find an incident command team. Harvey said the work group must look at a range of alternatives that is based on the planning capability, sophistication and size of the operator.

Jeff Thompson said it is important for the vessel agents and others who will be assisting their members in meeting the requirements to be better educated on spill response planning.

Brian Rogers said he would work with DEC to schedule a "Response 101" workshop for task force members.

Agenda Item 7. Major response elements of contingency plans

This agenda item was held over until the work group's September 6 meeting.

Agenda Item 8. Future Issues

Determine additional work group data needs

The work group asked the facilitator to review the Financial Responsibility (FR) applications that are currently being submitted to DEC to secure additional vessel data. The deadline for the applications is September 1, 2000.

The work group requested the facilitator to provide a map reflecting the vessel data that is compiled for regions 5 through 9, and locations of existing and planned equipment hubs.

DEC was asked to come back to the 9/6 meeting with a "straw-man" proposal for how the RPS can be achieved by these nontank vessels. Co-chair Lee Eglund said he wants DEC's strawman to include what resources are needed to achieve the RPS. He said resources includes equipment, people and process. He asked DEC to come up with a list of what will be needed to achieve the RPS.

Determine agenda for 9/6 RPS Work Group meeting

Agenda items agreed upon for the 9/6 meeting:

- Review of major response elements of contingency plans
- Review of a DEC "strawman" proposal detailing what equipment will be needed to achieve the RPS. DEC will bring the subarea plans so the work group can review the generic spill scenarios in these plans.
- Review vessel data information compiled for regions 5, 6, 7, 8, 9
- PRACs will provide an overview of their response capabilities
- DEC staff will provide an executive summary of "Response 101"
- Discussion of participation by regional citizens advisories councils (RCACs) in the development of contingency plan (Jim Carter, CIRCAC). This may be held for the full Task Force meeting on 9/20
- A briefing on Marine Exchange Alaska

Brian Rogers said he would work to have the draft agenda for the 9/6 meeting out to task force members by August 31.

Review major Alaska Railroad issues for 8/30 RPS Work Group meeting

The work group agreed to address the Alaska Railroad response and prevention issues in a separate subcommittee. RPS Work Group Co-chair Gene Burden said he would like the recommendations to the Legislature for nontank vessels and the Alaska Railroad to be as similar as possible. Burden will attend the Railroad meetings.

Brian Rogers noted that RPS Work Group Co-chair John Hansen will also participate. Hansen has a member with a subsidiary rail line that can bring some expertise to the proceedings.

Ernie Piper, Alaska Railroad, said while the technical issues associated with spill response in the railroad setting and the variables in the risk assessment are different than for marine transport, the Alaska Railroad's contingency planning and approval process will not be a substantially different structure than what is required of vessels.

Larry Dietrick, DEC, said how the RPS is achieved for marine vessels is totally different than how it will be achieved along the railroad alignment. He believes there is an efficiency to addressing the railroad separately.

Brian Rogers said the focus of the RPS Work Group meeting on August 30 will be to deal with issues unique to the Alaska Railroad, but he added it will be informed by the work group's discussions today.

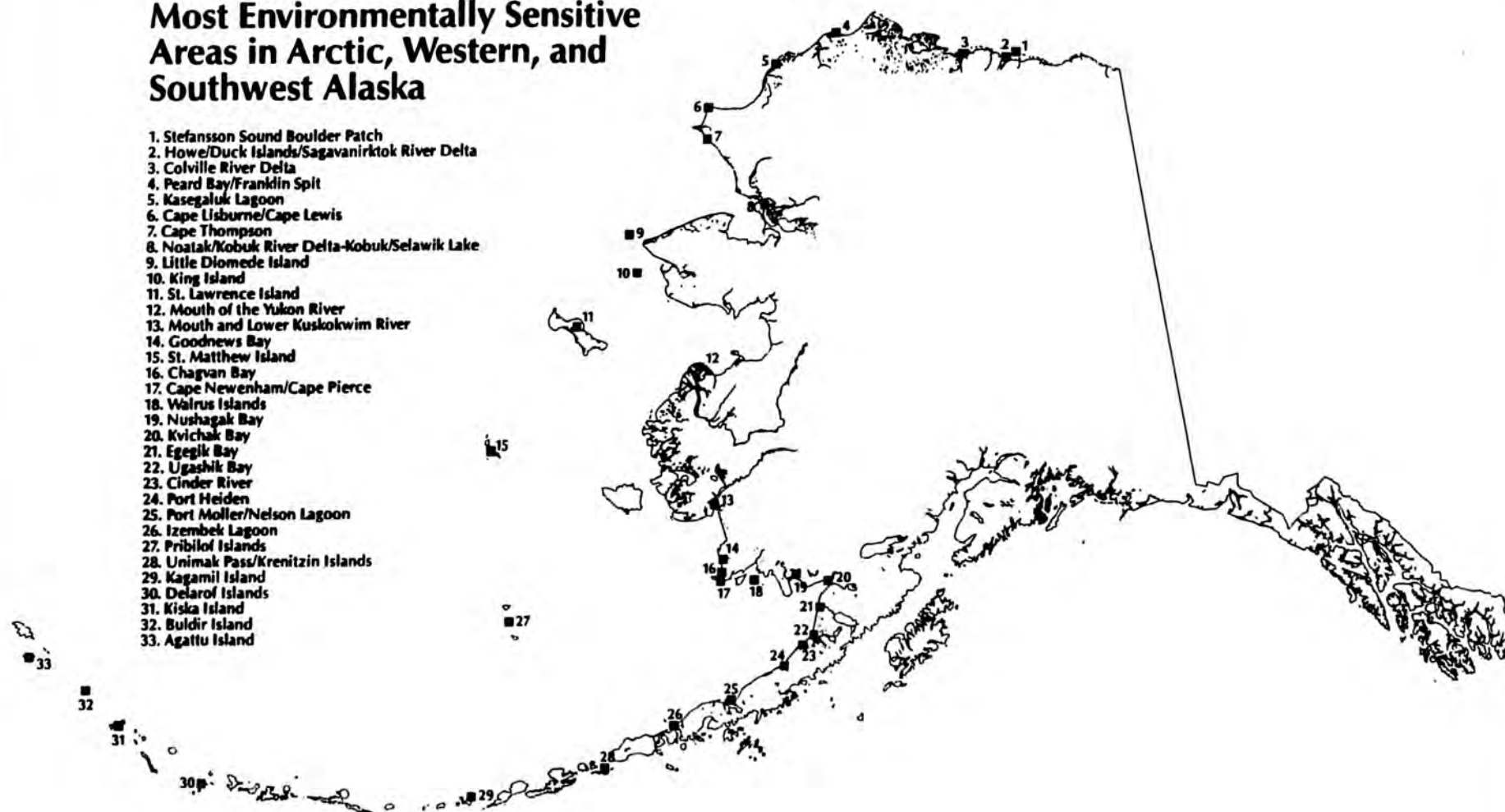
In closing, Rogers announced that all meetings will end on schedule. The work group was concluded at 5:00 p.m.

List of documents distributed:

- a table comparing the response planning standard for tank vessels, noncrude tank vessels and nontank vessels as required by SB 273
- A summary of largest vessels by waters traveled and type for Southeast and Southcentral Alaska
- two MESA maps—one depicting the MESAs in the Arctic, Western, and Southwest Alaska and the second depicting the MESAs in Southcentral, Southeast and Southwest Alaska
- two spreadsheets illustrating contingency plan requirements for noncrude oil tank vessels:
- a contingency plan review checklist (DEC document)
- a comparison of contingency plan requirements in the West Coast states and B.C. (not available electronically)
- a listing of ports that have had fish related shipping in the past 10 years
- a memorandum from Jim Carter, CIRCAC, regarding RCAC involvement in non-tank vessel contingency plans
- Integrated Vessel Response Plan Format Guidelines for Tank Vessels
- a table on the status of NOAA's ESI (Environmentally Sensitive Index) mapping projects
- a memorandum from Charlotte MacCay detailing contingency plan recommendations from the Spot Charter Group
- Map of Alaska, Planning Regions, and Characteristics of APD&T Operations and Risks

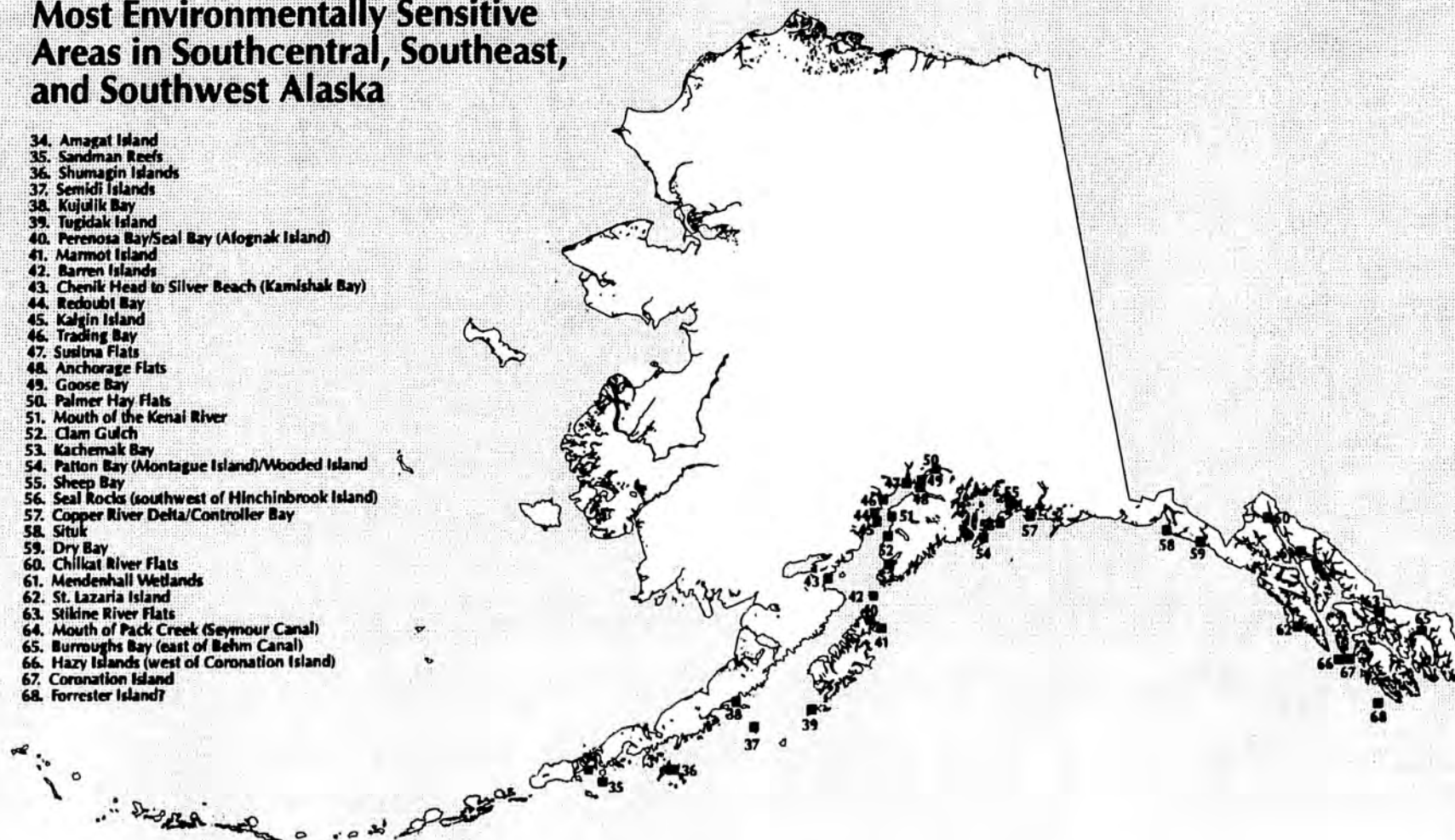
Most Environmentally Sensitive Areas in Arctic, Western, and Southwest Alaska

1. Stefansson Sound Boulder Patch
2. Howe/Duck Islands/Sagavanirktok River Delta
3. Colville River Delta
4. Peard Bay/Franklin Spit
5. Kasegaluk Lagoon
6. Cape Lisburne/Cape Lewis
7. Cape Thompson
8. Noatak/Kobuk River Delta-Kobuk/Selawik Lake
9. Little Diomed Island
10. King Island
11. St. Lawrence Island
12. Mouth of the Yukon River
13. Mouth and Lower Kuskokwim River
14. Goodnews Bay
15. St. Matthew Island
16. Chaguan Bay
17. Cape Newenham/Cape Pierce
18. Walrus Islands
19. Nushagak Bay
20. Kvichak Bay
21. Egegik Bay
22. Ugashik Bay
23. Cinder River
24. Port Heiden
25. Port Moller/Nelson Lagoon
26. Izembek Lagoon
27. Pribilof Islands
28. Unimak Pass/Krenitzin Islands
29. Kagamil Island
30. Delarof Islands
31. Kiska Island
32. Buldir Island
33. Agattu Island



Most Environmentally Sensitive Areas in Southcentral, Southeast, and Southwest Alaska

34. Amagat Island
35. Sandman Reefs
36. Shumagin Islands
37. Semidi Islands
38. Kujulik Bay
39. Tugidak Island
40. Perenosa Bay/Seal Bay (Aloknak Island)
41. Marmot Island
42. Barren Islands
43. Chenik Head to Silver Beach (Kamishak Bay)
44. Redoubt Bay
45. Kalgin Island
46. Trading Bay
47. Sustina Flats
48. Anchorage Flats
49. Goose Bay
50. Palmer Hay Flats
51. Mouth of the Kenai River
52. Clam Gulch
53. Kachemak Bay
54. Patton Bay (Montague Island)/Wooded Island
55. Sheep Bay
56. Seal Rocks (southwest of Hinchinbrook Island)
57. Copper River Delta/Controller Bay
58. Situk
59. Dry Bay
60. Chilkat River Flats
61. Mendenhall Wetlands
62. St. Lazaria Island
63. Stikine River Flats
64. Mouth of Pack Creek (Seymour Canal)
65. Burroughs Bay (east of Behm Canal)
66. Hazy Islands (west of Coronation Island)
67. Coronation Island
68. Forrester Island



C Plan Requirements Noncrude Oil Tank Vessels and Barges, drawn from "Approval Criteria," 18 AAC 75.445.	Applicable to Nontank Vessels > 400 gross tons (as per SB 273)?	Not Applicable
General Response Criteria:		
° ID maximum discharge could occur		
° ID general procedures to be following in responding to discharge of that magnitude.		
° ID resources in addition to those maintained by plan holder or under contract to meet RPS		
Deployment Strategies:		
° Demonstrate that identified personnel and equipment are sufficient to meet applicable RPS and can be deployed within required time.		
° State what conditions assumed, taking into account maximum operating conditions and their effects on response capability and deployment of resources.		
° Plans using contractual resources must demonstrate that the transition and substitution of equipment and resources will occur without interruption of response or cleanup.		
Response Strategies		
° Must take into account the type of product discharged.		
° Must demonstrate that procedures are in place to stop the discharge at its sources within shortest possible time.		
° Must demonstrate that plans, procedures and equipment are sufficient to monitor and track the discharge in order to ensure proper allocation and deployment of response personnel and equipment.		
° Must demonstrate sufficient oil discharge response equipment, personnel, and other resources are maintained and available to prevent discharged oil from entering environmentally sensitive area or area of public concern. Areas must include those added by DEC as a condition of plan approval.		
° Must demonstrate that discharge response equipment will be deployed and maintained on a time schedule that will protect those areas before oil reaches them.		
° Must demonstrate that plan strategies are sufficient to meet applicable RPS for containment, control, recovery, transfer, storage, and cleanup within specified time and under environmental conditions reasonably expected to occur at discharge site.		
° Must demonstrate access to sufficient lightering equipment and personnel to transfer all oil from damaged tanks and from undamaged tanks if the risk of additional discharge is present.		
° Provide for commencement and completion of lightering with the shortest possible time, consistent with ensuring the safety of personnel.		
° Demonstrate that adequate temporary storage and removal capacity for recovered oil and oily wastes will be available at or near the site of the spill to keep up with skimming and recovery operations and to meet applicable RPS.		
° Plans for temporary storage and ultimate disposal must include the specific actions to obtain all necessary permits and approvals.		

C Plan Requirements Noncrude Oil Tank Vessels and Barges, drawn from "Approval Criteria," 18 AAC 75.445.	Applicable to Nontank Vessels > 400 gross tons (as per SB 273)?	Not Applicable
Realistic Maximum Response Limitations		
° In design of spill response, identify severe weather and environmental limitations that might be reasonably expected to occur during a discharge event.		
° Plan must use realistic efficacy rates for the specified response methods to account for the reduction of control or removal rates under those severe weather or other environmental limitations that might reasonably be expected to occur.		
° DEC may require plan holder to take specific temporary measures until environmental conditions improve to reduce the risk or magnitude of an oil discharge during periods when planned spill response measures are rendered ineffective by environmental limitations.		
Response Equipment		
° Must have ready access to enough equipment to meet RPS using mechanical methods of oil control, containment, and cleanup.		
° Identified equipment must reflect best available technology (BAT) at time the plan is submitted		
° ID types and amount of boom, boom connectors, and anchorage devices must be appropriate design for the particular oil product, type of environment, and environmental conditions experienced.		
° Boom must be of sufficient length to mount an effective response to the volume of discharged oil established in RPS		
° Vessels used to deploy and tow boom must be of a number, size, and power adequate to deploy the types and amounts of boom addressed above and must be capable of operating in the manner and at speeds necessary for the effective use of boom.		
° The number and size of skimmers and pumps to be used must be appropriate and adequate for recovery of the planning standard volume of the type of oil discharged within the planning standard limit for cleanup (in regulation).		
° Equipment types must be compatible with each other as necessary to ensure an efficient response.		
Nonmechanical Response Info.		
° Plans proposing to use dispersants, in situ burning, or other nonmechanical response techniques during periods when environmental conditions or other factors limit the use of mechanical spill response methods must demonstrate their efficiency and effectiveness and include full assessment of potential environmental consequences, provisions for continuous monitoring and real-time assessment of environment effects, and full compliance with all applicable approval requirements.		
° A completed application to DEC is required for approval of in situ burning as response technique.		

C Plan Requirements Noncrude Oil Tank Vessels and Barges, drawn from "Approval Criteria," 18 AAC 75.445.	Applicable to Nontank Vessels > 400 gross tons (as per SB 273)?	Not Applicable
Required Info. Oil Spill PRACs		
° Plan must include correct and complete list of each PRAC and statement that each contract meets department's info. requirements. Statement must be signed by plan holder and PRAC.		
° PRAC contract must clearly specify that the contractor is obligated to provide response services and equipment listed for that contractor in C plan; respond if discharge occurs; notify plan holder immediately if contractor cannot carry out response actions specified in contract or C plan; give at least 30 days written notice before terminating contract; respond to a department-conducted discharge exercise required of C plan holder; continuously maintain in a state of readiness the equipment and spill response resources to be provided under C plan.		
Training		
° Plan hold shall demonstrate that designated oil spill response personnel are trained and kept current in the specifics of plan implementation, including deployment of equipment and organization and mobilization of personnel and resources.		
° Plan holder shall ensure the proof of training is maintained for three years and made available to DEC upon request.		

C Plan Requirements for Noncrude Oil Tank Vessels and Barges, drawn from 18 AAC 75.425	Applicable to Nontank Vessels > 400 gross tons?	Not Applicable
Part 3: Supplemental information		
• Facility description and operational overview.		
° a general chart showing routes normally used for the transportation of oil products within AK waters and frequency of use for each route.		
° plans or diagrams that ID cargo, bunker, and ballast tanks, all tank capacities, cargo piping, ballast piping, winches, emergency towing equipment, power plants, manifold pipe size, containment structures and equipment, and a description of the method for containing a discharge from fuel oil tank vent overflow and fill pipes.		
° description of normal procedures for loading or transfer of oil from or to a pipeline, facility, tank vessel, oil barge, or storage tank.		
° a description of methods for retention and disposal of oily wastes and bilge slops		
• Command system		
• Realistic maximum response operating limitations: i.e: weather, seas state, ice and debris, hours of daylight, other known environmental conditions that might influence efficacy of response equipment or effort.		
• Identification of logistical support		
• Complete list of contracted or other response equipment		
• Nonmechanical response information		
° description of specific mechanisms in place to assess environmental consequences of the nonmechanical response option and to provide continuous monitoring of environmental effects.		
° complete inventory of nonmechanical response equipment and supplies, including type and toxicity of each dispersant, with procedures for storage, maintenance, deployment.		
° ID of all necessary approvals, completed DEC application for in situ burning.		
° ID all permits, approvals and authorizations for use and timeline for obtaining them.		
° a plan for protecting environmentally sensitive areas, areas of public concern, and the public from any adverse effects.		
• PRAC information		
• Training. A detailed description of training programs for discharge response personnel.		
• Protection of environmentally sensitive areas by mapped predictions of discharge movement, spreading, and probable points of contact.		
• Bibliography all data and information sources used to determine information contained in plan.		

C Plan Requirements for Noncrude Oil Tank Vessels and Barges, drawn from 18 AAC 75.425	Applicable to Nontank Vessels > 400 gross tons?	Not Applicable
Part 4: Best Available Technology Review		
• Plan must provide for use of best available technology.		
• ID technologies applicable to applicant's operation.		
° For all C Plans: communications.		
° For a tank vessel C plan, measures to assure prompt detection of an oil discharge.		
° For a barge C plan, measures to assure prompt detection of an oil discharge and means to recover a barge that breaks free of its towing vessel.		
• For each applicable technology ID all available technologies and an analysis of each.		
• Written justification that technology proposed is BAT.		



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Anchorage

Memorandum

8/22/00

To: Members of the Task Force on Motorized Oil Transport

From: Jim Carter, Executive Director, Cook Inlet RCAC

Re: RCAC involvement in non-tanks vessel contingency plans.

A scheduling conflict prevents me from joining you today, but I want to relate to you an important policy position from our organization and ask that you consider it during your deliberations. As you probably know, two Regional Citizens' Advisory Councils were formed in Alaska as the result of the Oil Pollution Act of 1990, in part to oversee crude oil tanker operations in Cook Inlet and Prince William Sound. I don't think that I'm being biased when I tell you that these programs have proven to be successful in contributing to increased oil spill prevention and response capabilities. We have developed a positive working relationship with ADEC and the crude oil transportation industry. These programs insure that local citizens are informed about the C-plans of crude oil tankers operating in our waters and that citizens' concerns are known to the planholders and their oversight agencies.

ADEC regulations designate Regional Citizens' Advisory Councils as reviewers of C-plans submitted to the State. However, we do not receive funding to review C-plans of non-crude oil tank vessels or non-tank vessels. We honestly believe that citizens' oversight programs can add significant value to the safety net being woven to help increase oil spill prevention and response in Alaskan waters, but first we must address the issue of funding programs to provide these services.

Please consider the following position statement and options for funding arrangements. We would value any recommendations you may have on this issue.

I look forward to our next meeting.

Cook Inlet Regional Citizens Advisory Council * 910 Highland Avenue, Kenai, AK 99611-8033
Phone: (907)283-7222 * Fax (907) 283-6102

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b. The Alaska Department of Environmental Conservation should adopt regulations allowing substantial reduction in the response planning standards of non-tank vessels and non-crude oil tank vessels required to submit oil discharge prevention and contingency plans, which participate in the funding of a Regional Citizens' Advisory program, as outlined for crude oil tankers in Section 5002 the Oil Pollution Act of 1990.

or

c. The State of Alaska should provide direct funding to the Regional Citizens' Advisory programs, as outlined for crude oil tankers in Section 5002 the Oil Pollution Act of 1990, to provide review of non-tank vessel and non-crude oil tank vessel's oil discharge prevention and contingency plans and oversight of associated oil spill prevention and response activities.

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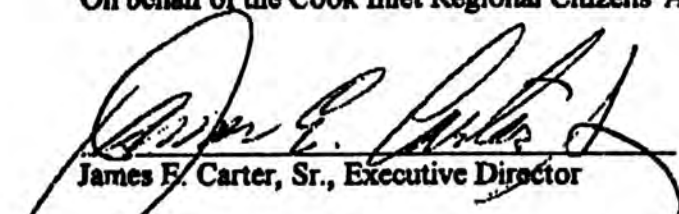
d. Other mechanisms should be put in place that insure funding for Regional Citizens' Advisory programs, as outlined for crude oil tankers in Section 5002 the Oil Pollution Act of 1990, to provide review of non-tank vessel and non-crude oil tank vessel's oil discharge prevention and contingency plans and oversight of associated oil spill prevention and response activities.

2. Members of the Task Force on Motorized Oil Transport are requested to make recommendations to the State Legislature and the Department of Environmental Conservation on the most appropriate option to fund Regional Citizens' Advisory programs to provide review of non-tank vessel and non-crude oil tank vessel's oil discharge prevention and contingency plans and oversight of associated oil spill prevention and response activities.

3. Copies of this resolution shall be sent to:

Governor Tony Knowles,
All members of the Alaska Legislature,
ADEC Commissioner Michele Brown, and
All members of the Task Force on Motorized Oil Transport

On behalf of the Cook Inlet Regional Citizens' Advisory Council


James E. Carter, Sr., Executive Director

August 22, 2000

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CORRECTION

**THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
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State of Alaska



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ADEC regulations designate Regional Citizens' Advisory Councils as reviewers of C-plans submitted to the State. However, we do not receive funding to review C-plans of non-crude oil tank vessels or non-tank vessels. We honestly believe that citizens' oversight programs can add significant value to the safety net being woven to help increase oil spill prevention and response in Alaskan waters, but first we must address the issue of funding programs to provide these services.

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Whereas:

Oil spills of any kind into marine waters can cause severe damage to the environment and social and economic impacts to the citizens of the State of Alaska;

More oil spills occur from non-tank vessels and non-crude oil tank vessels than from crude oil tank vessels;

During the past ten years the Regional Citizens' Advisory Programs in Cook Inlet and Prince William Sound have proven that citizens' oversight is an effective method to prevent oil spills and increase oil spill response readiness;

The citizens of the State of Alaska expect the same level of oil spill prevention and response from all marine vessels;

The Alaska Department of Environmental Conservation's Oil and Hazardous Substance Regulations specifically name Regional Citizens' Advisory Councils as reviewers of Oil Discharge Prevention and Contingency Plans; and

At present there is no funding mechanism to allow the Regional Citizens' Advisory Programs to review non-tank vessel's or non-crude oil tank vessel's oil discharge prevention and contingency plans.

Therefore Now Be It Resolved That:

1. This Cook Inlet Regional Citizens' Advisory Council has adopted the following policy position:

Regional Citizens' Advisory programs should be fully funded to provide oversight of the oil discharge prevention and contingency plans and associated oil spill prevention and response activities of non-tank vessels and non-crude oil tank vessels through one or more of the following options:

- a. The State of Alaska Legislature should pass legislation requiring non-tank vessels and non-crude oil tank vessels, which are required to submit oil discharge prevention and contingency plans, to contract with a Regional Citizens' Advisory program to provide funding for review of these plans and oversight of their oil discharge prevention and response activities from the citizens' perspective, as outlined for crude oil tankers in Section 5002 the Oil Pollution Act of 1990.*

or

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b. The Alaska Department of Environmental Conservation should adopt regulations allowing substantial reduction in the response planning standards of non-tank vessels and non-crude oil tank vessels required to submit oil discharge prevention and contingency plans, which participate in the funding of a Regional Citizens' Advisory program, as outlined for crude oil tankers in Section 5002 the Oil Pollution Act of 1990.

or

c. The State of Alaska should provide direct funding to the Regional Citizens' Advisory programs, as outlined for crude oil tankers in Section 5002 the Oil Pollution Act of 1990, to provide review of non-tank vessel and non-crude oil tank vessel's oil discharge prevention and contingency plans and oversight of associated oil spill prevention and response activities.

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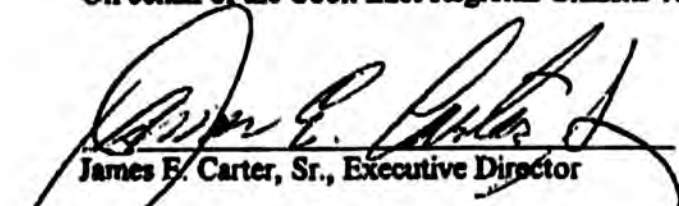
d. Other mechanisms should be put in place that insure funding for Regional Citizens' Advisory programs, as outlined for crude oil tankers in Section 5002 the Oil Pollution Act of 1990, to provide review of non-tank vessel and non-crude oil tank vessel's oil discharge prevention and contingency plans and oversight of associated oil spill prevention and response activities.

2. Members of the Task Force on Motorized Oil Transport are requested to make recommendations to the State Legislature and the Department of Environmental Conservation on the most appropriate option to fund Regional Citizens' Advisory programs to provide review of non-tank vessel and non-crude oil tank vessel's oil discharge prevention and contingency plans and oversight of associated oil spill prevention and response activities.

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SCOMM

123:8

**Notice of Public Meeting for the
Task Force on Motorized Oil Transport –
Response Planning Standard Work Group Meeting.**

The Alaska Department of Environmental Conservation (ADEC), Division of Spill Prevention and Response announces that a public meeting will be held on August 30, 2000 in the Legislative Information Office, 716 West 4th Avenue, 2nd Floor, suite 200, Anchorage, Alaska 99501 from 9:30 a.m to noon and 1:00 p.m to 4:30 p.m. This meeting is intended to address implementation of the response planning standard to the Alaska Railroad.

This is one of a series of Task Force on Motorized Oil Transport work group meetings to determine how to implement response planning standards for a railroad tank car contingency plan and for a nontank vessel contingency plan as set out in Senate Bill 273 regarding oil discharge prevention and contingency plans for all self-propelled nontank vessels exceeding 400 gross registered tonnage and railroad cars carrying bulk oil and authorizing the inspection of nontank vessels and trains.

The agenda for the meeting will be posted to the Task Force website at: <http://www.state.ak.us/local/akpages/ENV.CONSERV/nontank/home.htm>. Any person interested in further information is encouraged to review the website or contact Task Force facilitator Brian Rogers at (907) 452-2461, email at: brogers@infoinsights.com. You may also contact Judith Erickson of Capital Information Group at (907) 586-3118, email at jerickso@pobox.alaska.net.

If you are a person with a disability who may need special assistance to participate in the process on the proposed regulations, please contact Joel Casto at (907) 465-5041 as soon as possible to make necessary arrangements.

ARRC/Rail Sciences System Risk Assessment

Summary

The ARRC and Rail Sciences will conduct a systemwide safety audit designed to identify operating, maintenance, and static conditions that contribute to elevated levels of derailment risk. The results of the audit will include recommended actions to measurably reduce risk. Other work products and principal tasks include:

- ▶ Synthesize digital track information and physical inspection to audit current track repair, maintenance, inspection, and capital investment plans to determine priorities for risk reduction, improved operating efficiency, and reduction in long-term maintenance costs. Audit car and locomotive repair, inspection, and maintenance programs for quality and risk reduction;
- ▶ Audit ARRC documentation of FRA or AAR reporting requirements;
- ▶ Audit condition of ARRC and leased petroleum tank car fleet;
- ▶ Audit mechanical condition of ARRC and contractor passenger cars;
- ▶ Audit contractor documentation and quality assurance plans for their passenger equipment;
- ▶ Audit operating procedures related to hazardous material transport and passenger service;
- ▶ Recommend rule changes, process changes, and "best practices" into operating system safety manual for the ARRC;
- ▶ Link derailment risk probabilities to sensitive area and community information to aid development of new, state-mandated oil spill prevention and response plan.

1. Track/engineering issues

- ▶ Tie and fastener condition in curves
- ▶ Differential plate cutting
- ▶ Rail lubrication patterns (low and high rail lubrication)
- ▶ Rail weights and wear conditions (amount of gauge face wear/head loss)
- ▶ Rail flaw detection schedule and testing
- ▶ ✓ Track geometry car inspection frequency
- ▶ Rail grinding practices along route
- ▶ Turnout conditions
 - Switch points
 - Heel blocks
 - Frog condition
 - Switch machine/head block ties
 - Switch geometry
- ▶ ✓ Track drainage issues (including vegetation management)
- ▶ ✓ bridges and trestle inspections
- ▶ Tunnel conditions and clearances
- ▶ Detector locations

5. Perform simulations on any possible adverse track geometry locations

- ▶ Determine critical locations containing yellow-flag defect levels
- ▶ Bunched spiral (entry/exit, loaded/empty)
- ▶ Rock and roll areas (combinations of cross-level and speed)
- ▶ Track twists and warp

✓ 6. Review highway crossing protection issues

(This module needs to be customized for our route. Many of the issues confronting railroads in the Lower 48 do not exist here).

7. Review derailment and operating safety incidents for the past five years

- ▶ Develop trend lines and statistical analysis
- ▶ Determine high frequency/high cost failures
- ▶ Upgrade database content, integrate with ARRC Information Services

8. Review rule and efficiency testing data for past 3 years

- ▶ Determine quality of current efficiency testing
- ▶ Develop statistical analysis of testing failures

9. Evaluate susceptibility to L/V derailments

Response Planning Standard Work Group

August 30, 2000 Meeting Summary
Alaska Railroad issues
Anchorage Legislative Information Office
9:30 - 12:00

Task Force members present: RPS Work Group members Doug Lentsch, Terry Murphy (for Bob Heavilin), Ernie Piper, Pat Carter (for Sen. Pearce), Denise Henderson (for Rep. Pete Kott)

DEC staff present: Larry Dietrick, Susan Harvey, Ken Rogowski, Leslie Pearson

Alaska Railroad staff: Ernie Piper, Jeff Ginalias

Task Force Facilitation: Brian Rogers; Judy Erickson in Juneau on teleconference

RPS Work Group Recommendations:

Work group members reached consensus on the following recommendations:

1. The RPS work group endorses the Alaska Railroad Risk Assessment process, and recommends the process be followed through to completion.
2. The RPS work group recommends the Alaska Railroad follow the Response Planning Standard methodology being developed by the work group, designed to meet a Response Planning Standard of 15% of maximum fuel carried.
3. The RPS work group recommends the Alaska Railroad undergo a Contingency and Prevention Plan review under the rigor of existing law for currently regulated industry.
4. The RPS work group requests the Alaska Railroad brief the full Task Force in late October on (a) progress on the Risk Assessment process, (b) plans to meet the Response Planning Standard, and (c) proposed timetable for Contingency and Prevention plan review.

Agenda Item 1: Overview Dunbar Incident Consent Agreement

Larry Dietrick reviewed the Alaska Railroad's "starter" contingency and prevention plan now in place. The basis of the plan is a consent agreement worked out by the Alaska Railroad and the State after the 1990 Dunbar oil spill. Unique aspects of the plan include: it is an electronic plan on a web site with a secure access; and it has an integrated contingency plan layout along the Incident Command System structure that could satisfy both state and potential federal requirements. The consent agreement required the Railroad to obtain aerial photos of the alignment and maintain spill response equipment as specified on an initial start-up list. Dietrick said DEC and the Railroad discussed where that equipment would be prepositioned along the Railroad right of way and whether to carry equipment on each train or to seasonally position equipment. He said DEC would like to continue building on this consent agreement so that the Railroad's contingency plan can meet all the state requirements that now apply to fully-regulated oil and gas facilities.

Agenda Item 2: RPS/Alaska Railroad Strategy

Jeff Ginalias, with the Alaska Railroad's Environmental Compliance Section, said the Alaska Railroad's major contract is hauling fuel from the Williams Refinery in North Pole to Anchorage. Ginalias said there are generally two fuel trains each day with a maximum of 75 cars. He said the tank cars have a capacity of 22,000 gallons on average, although some hold up to 30,000 gallons.

As part of the financial responsibility information required by SB 273, Ginalias said the Railroad provided DEC with calculations based on hauling of 75 fuel cars, with maximum fuel hauling capacity of 41,250 bbls. Ginalias said 15 percent of this capacity is 6,200 bbls. He noted that the predominant fuel the Railroad is hauling is nonpersistent product, although the Railroad does haul some persistent product.

Ginalias described the work the Railroad's spill response preparations. Spill response equipment is positioned in Anchorage, Fairbanks and Healy, with smaller amounts of equipment positioned elsewhere along the line. Ginalias said the risk assessment will show where the greatest threats of spills exist, helping the Railroad determine where to place response equipment and how much is needed. The Railroad also has contract in place for spill response with an environmental response contractor and remediation firm. If the Railroad is short of equipment or resources, this firm can be called out for assistance. He suggested the work group might want to address the Railroad's ability to use some of the other primary response action contractors in Alaska.

Agenda Item 3: ARR Risk Assessment: Effect on Response Planning and Prevention

Ernie Piper, Alaska Railroad, responded to work group questions:

Piper said the tank cars are built by a variety of builders to standards set by the federal Dept. of Transportation and the American Association of Railroads. He said the bulk of Railroad's fleet of cars are leased by Williams, with only 40 and 60 cars owned by the Railroad.

The Alaska Railroad inspects all the track, including spur track that is privately owned. Piper said the Railroad has six inspectors, one system-wide and five regional.

Piper said rail car inspections and maintenance in Alaska are done by the Alaska Railroad to Federal Railway Administration (FRA) standards. He said the Alaska Railroad is one of the few railroads in the United States that still has its own inspectors and maintenance staff.

Piper was asked who is responsible for a spill from a car that has been delivered to a customer on a privately-owned spur. Once the Railroad delivers a car to a customer, Piper said, the customer is responsible for it.

In September 1999, the Alaska Railroad began gathering data for a risk assessment of its petroleum tank car trade, looking at the entire system from the fuel going into the cars at the North Pole refinery until they are spotted in Anchorage. Piper said the Railroad's principal contractor for the risk assessment is Gary Wolfe, of Rail Sciences, the leading integrated rail science firm in North America. Rail Sciences will do a system-wide risk assessment, which will include oil spill response, prevention and planning. The firm will also produce a "safety systems manual."

Piper distributed a document describing the Railroad operations being studied by Rail Sciences.

Piper said the Railroad will receive preliminary results from the risk assessment in October, and a final report in December. This is the first risk assessment undertaken by the Alaska Railroad.

UPDATED FINAL DRAFT

From Paul Fuhs

MEETING REPORT

RPS EQUIPMENT SUBCOMMITTEE

Prepared by Paul Fuhs

The meeting was held at DEC headquarters in Anchorage on August 31. In attendance were Larry Dietrick, Susan Harvey, Ken Rogowski, Steve Provant, all of DEC, Terry Murphy from Chadux Corporation, Doug Lentsch and Dennis Rome of CISPRI, and Paul Fuhs as facilitator.

The purpose of the meeting was to lay out a reasonable process for determining what new equipment would be required under the new response planning standard for non-tank vessels contemplated in SB 273 so that adequate equipment would be in place and so that costs of the program could be more clearly defined.

The subcommittee discussed and agreed upon several assumptions and findings:

1. Acquisition schedules for phasing in equipment under the tank vessel program would be considered to be adequate under the non-tank program.
2. Control and containment equipment is considered as applicable to both persistent and non-persistent fuels. When it comes to skimmers, different equipment is needed for each type of spill.
3. In areas where there was good geographic distribution of existing equipment stockpiles for control and containment for tank vessels, it would be considered adequate for non-tank vessels since in all cases, tank vessels were carrying far more fuel.
4. In areas where non-tank vessels are operating where tank vessels do not operate, and in areas where persistent oil is being used where the tank vessels were carrying only non-persistent fuels, these areas will be considered as gaps to be filled by new equipment. The subject of gaps was addressed by the full RPS Committee on August 23rd and the gaps were identified along with the capacity of the largest persistent fuel carrying vessels operating in that region.
5. The equipment listed as needed in this report are designed to meet a planning standard. It is assumed that a response contractor will immediately respond upon notification of a fuel spill and will commit sufficient resources to address the full spill in a cascading response system. The equipment located in the more remote areas are seen as a starter kit with more equipment to arrive later if needed.
6. Response equipment locations would be identified as primary or secondary response centers. Primary centers will have control and containment equipment and cleanup equipment (skimmers), and secondary centers will have only control and containment equipment. Boom will be maintained in the amount of 3 times the length of the largest vessel operating in the area.
7. The cleanup equipment must be mobile and probably designed to fit in a DC-6 as there are only 2 hercs in Alaska and they are not always available.

8. Skimmers will have a daily recovery capacity of 20% of the RPS of 15%. In other words, if the largest vessel in the area carry 30,000 barrels of fuel, then 15% of that would represent the RPS at 4500 barrels. Taking 20% of that figure results in a requirement of a skimmer which could recover 900 barrels per day. The assumption on sea states for meeting the planning standard is 0 - 3 feet wave height. Terry Murphy of Chadux is going to check on what persistent oil skimmers are available and what their cost is.

9. Portable storage was discussed and a 500 barrel rubber bladder costs \$98,000 without the shipping and if it is used for persistent oil, it cannot be reused again. Terry Murphy of Chadux was also checking on what storage is available in several locations to address the storage issue in a more cost effective way.

SPECIFIC FINDINGS AND RECOMMENDATIONS ON EQUIPMENT:

1. Southeast, Cook Inlet, Prince William Sound and Kodiak are considered to have (or are phasing in) adequate equipment for non-persistent and persistent fuels.

2. The geographic and persistent oil gaps were in Western Alaska with the exception of Seward. Anchorage and Dutch Harbor would be the primary response centers for Western Alaska so a persistent oil skimmer would need to be purchased for Dutch. The Subcommittee also felt that a persistent oil skimmer was necessary in Seward due to the nature and frequency of vessel traffic there, so it would also be considered a primary response center. New secondary response centers (primarily boom and deployment gear) would be established in Adak, Atka, Akutan and St. Paul.

3. Mutual aid agreements between the regions of the state were seen as important to increasing the available equipment in the event of a major incident.

SCOMM

123:9

**TASK FORCE ON MOTORIZED OIL TRANSPORT
PREVENTION WORK GROUP**

Co-Chairs: Eric Britten, Heather McCarty, Mike O'Hara

Meeting on September 1, 2000

Anchorage Legislative Information Office

10:00 a.m (note schedule change). to noon and 1:00 p.m. to 4:30 p.m

DRAFT AGENDA

Goal: To determine the prevention measures that will be required of nontank vessels in Alaska by vessel type and whether a system of prevention credits is feasible.

1. Work group process and methodology

Decision-making process

Timetable for work group

Objectives and deliverables

2. Prevention measures

What factors could contribute to spills in Alaska waters?

What prevention measures are required by the IMO?

What are federal navigation regulations?

What is required for West Coast marine traffic?

What measures would not work in Alaska marine traffic?

What other measures should be considered for Alaska marine traffic?

3. Develop preliminary list of mandatory and recommended state prevention measures based on vessel type

4. Discussion of prevention credits

How should eligibility for prevention credits be determined?

What should be the benefit that prevention credits create?

5. Discussion of cost issues

6. Future Issues

Determine any additional work group data needs

Determine schedule for any additional meetings of the work group

TASK FORCE ON MOTORIZED OIL TRANSPORT

PROPOSED MANDATORY AND OPTIONAL PREVENTION MEASURES

Mandatory measures:

1. A towline of sufficient strength to safely tow the vessel must be maintained on board and in a readily accessible location.
2. A pump capable of pumping the prevailing petroleum products on board the vessel must be maintained in good working order.

Optional measures:

1. Non-contiguous tank location on the vessel.
2. Redundant propulsion systems.
3. Redundant navigation systems.
4. Bow thrusters on board the vessel.
5. Use of an Alaska Marine Pilot when not otherwise required by law.
6. Maintaining a transponder on board the vessel which will indicate the vessel's location in Alaska waters.
7. Placement of mooring bouys in Alaskan waters.
8. Use of advanced or redundant radar or vessel collision avoidance systems.
9. Use of routes which avoid shorelines and environmentally sensitive areas.

Inspection:

The department shall have the authority to inspect the mandatory and optional prevention measures on board the vessel to assure compliance with these regulations.

Updating prevention measures:

The Department may update these measures on a periodic basis to determine their continued applicability and the use of Best Available Technology. This will be done in consultation with industry representatives to ensure their practicality and cost effectiveness.

Prevention credits:

The Department's certification of optional prevention measures may be used to qualify vessel owners for prevention credits which will be identified by the Task Force.

Prevention Work Group
September 1, 2000 Meeting Summary
Anchorage Legislative Information Office
10:00 - 12:00, 1:00 - 4:00

Task Force members present: Co-chairs Eric Britten, Mike O'Hara, and Heather McCarty; and members Jim Carter, Scott Carter, Simon Lisiecki, Charlotte MacCay, Jeff Thompson, Kris Knauss (for Sen. Pearce), and Dave Owings (on teleconference from the Ketchikan LIO)

USCG representatives: Capt. William J. Hutmacher, Cmdr. John Bingaman, Lt. j.g. Chris Dougherty

DEC staff present: Larry Dietrick, Susan Harvey

Task Force Facilitation: Brian Rogers, Judy Erickson

Task Force Technical Assistance: Paul Fuhs

Members of the public also attended

Prevention Work Group Recommendations:

Work group members reached consensus on mandatory and recommended prevention measures for the affected nontank vessels. The group will address prevention credit programs at their next work group meeting. The work group is expected to meet again in early to mid-October. A specific date will be set later.

1. The Prevention Work Group recommends the following mandatory prevention measure: All affected nontank vessels must comply with existing federal and international requirements. The existing federal and international requirements will be adopted by reference in state law and regulations.

2. The Prevention Work Group approved the following recommended prevention measures for affected nontank vessels. These prevention measures would be voluntary and could serve as the basis for a prevention credit program.

- emergency towline or dedicated mooring line with on-board means of deployment
- emergency on-board dewatering or petroleum pumps
- on-board storage bladder
- non-contiguous tank location on vessel
- redundant propulsion systems
- redundant navigation systems
- use of an Alaska marine pilot when not otherwise required by law
- maintaining a transponder, AIDS or other vessel location/identification technology onboard
- use of advanced anchoring systems or placement of mooring buoys
- use of routes that avoid proximity to shoreline hazards and environmentally sensitive areas
- vetting program
- compliance with bridge safety management practices, meeting International Safety Management Code (ISMC) requirements before July 2002, licensing/certification/training beyond federal/international requirements
- participation in risk assessment process for operations
- membership in marine safety organization

These measures are voluntary but will be weighted for possible use in a prevention credit program, should one be established.

3. The Prevention Work Group developed a list of potential benefits that nontank vessel owners could achieve by instituting the state's recommended prevention measures.

- reduced insurance rates
- lower co-op participation fees
- tax benefits
- regulatory relief
- good publicity through a standard of care, state award program

The work group asked Rogers, Fuhs and Erickson to do more research on these to see which might work as feasible incentives in a prevention credit program. Staff will report back to the work group at its next meeting.

4. The work group discussed inspections. DEC's Larry Dietrick said the department will conduct random inspections of affected nontank vessels to verify possession onboard of a valid certificate of financial responsibility (COFR), SOPEP and contract with a response action contractor. Inspections will be coordinated with the Coast Guard. There was discussion about verification of voluntary prevention measures. Mike O'Hara recommended the honor system. Susan Harvey, DEC, noted that the department relies on self-certification and the honor system.

Discussion:

A discussion of factors that would likely contribute to a spill in Alaska waters preceded the work group's selection of recommended prevention measures. Cmdr. Bingaman noted that 80 percent of all casualties result from human error. Human factors mentioned in the discussion included: fatigue, carelessness, lack of established procedures, or experience, situational awareness of weather and sea conditions, communications failure due to language barrier, failure to react, lack of training in spill response, lack of reporting, lack of immediate response and failure to contain the spill. Mechanical errors that could contribute to a spill included running aground, collision, losing steering or poor vessel maintenance. Another factor mentioned that could contribute to a spill in Alaska waters was location of a vessel.

Fuhs said the primary prevention measure required by the IMO, the international convention on vessels, is an International Oil Pollution Prevention Certificate. He said this requires oil/water separators for discharge of bilges. Cmdr. Bingaman said standard training is required for crew on international vessels under the STCW, an international convention.

Capt. Hutmacher noted federal navigation safety regulations also contain equipment and procedure requirements. The federal port control program addresses foreign flag vessels and verifies that those vessels meet the international requirements and safety of life at sea requirements. The federal government has other requirements as well, such as weather-related rules.

Fuhs reported that West Coast marine traffic requirements are in flux after the *Intertanko* ruling. He suggested the state Attorney General's office brief the work group on the *Intertanko* decision.

Larry Dietrick, DEC, said the Attorney General reviewed the *Intertanko* decision and found it allows states with some latitude in regards to their vessel requirements to provide for their unique waterways. He noted that manning and training requirements were specifically rejected in the decision. Dietrick said to avoid *Intertanko* issues the state should only require the affected nontank vessels comply with international and federal requirements and make all other prevention measures recommended. He suggested the state could institute a program such as the USCG's five-star program, which is an incentive system to adopt prevention measures above those required. Cmdr. Bingaman said the five-star program awards stickers to vessel owners if they meet the five-star safety standards. These standards are over and above what is required in federal regulations.

Fuhs reported that the State of Washington has no equipment requirements for prevention, but is focusing on human factors with recommendations on training, licensing of crew, and procedures to address certain situations. He noted the Washington Dept. of Ecology performs vessel inspections. Fuhs discussed the efforts of industry to come up with its own prevention procedures, such as the voluntary Puget Sound Marine Committee. He said a Ports and Waterways Safety Committee has also been formed to address Columbia River issues. A possible "Alaska Marine Exchange" was also discussed.

The work group discussed the cost of recommended prevention measures in creation of the list. Because the work group is recommending none of the prevention measures be mandated except those required under international and federal law, the issue of cost was not explored separately.

Future Issues

A subgroup of the work group, staffed by Paul Fuhs, will meet before the next work group meeting to develop a recommendation for assigning weights to the non-mandatory prevention measures recommended as incentives under a prevention credit program.

SCOMM

123:10

RESPONSE PLANNING STANDARD WORK GROUP

Co-chairs: Gene Burden, Lee Egland, John Hansen

Meeting on September 6, 2000

Anchorage Legislative Information Office

9:30 a.m. to noon and 1:30 p.m. to 4:30 p.m.

DRAFT AGENDA

GOAL: Determine how to achieve the response planning standard for
(a) affected nontank vessels and
(b) trains carrying oil.

1. Recommendations from RPS Work Group on Alaska Railroad 8/30/00
 - Endorse Risk Assessment process
 - Complete RPS methodology
 - Undertake C-plan review under existing law
 - Undertake Prevention plan review under existing law
 - Alaska Railroad report to Task Force at October meeting
2. DEC review of federal and state response planning and contingency plans
 - Explanation of current roles and responsibilities
 - Short version of "Response 101"
 - Briefing on major response elements of contingency plans
3. Primary Response Action Contractor briefing on response capabilities
4. Discuss "strawman" proposal for how RPS can be met by non-tank vessels
 - Resources - equipment, people, process
 - Review generic spill scenarios in subarea plans
 - Adopt recommendations for Task Force action
5. Review status of vessel data with focus on Regions 5-9
 - Determine form of report to Task Force on 9/20
6. Briefing on Marine Exchange Alaska
7. Decide on any other recommendations to Task Force
8. Future Issues
 - Determine if RPS Work Group needs an additional meeting to complete its work
 - Discussion of participation by Regional Citizens Advisory Councils in development of contingency plans - at Task Force meeting 9/20



LEGISLATIVE TELECONFERENCE NETWORK

SIGN-IN SHEET

10913

PLEASE PRINT

SPONSOR: Motorized Oil Transport TF

SUBJECT: Motorized Oil Transport

START/END TIME: 9:30 DATE: 9-6-00

	Name/Representing	Address	Zip	Phone No.	Testify	Observe	Bill No.
1.	Buzz Rome	CISPRI, Box 7314, NIKISKI,	99635	776-5129		✓	
2.	Scott Carter	AK NITROGEN PRODUCTS	99611	776-3280			
3.	LURELLA LEE Trident Seafoods	5303 Shilshole Ave, NW, Seattle, WA 98107	98107	206-783-3818			
4.	Tim Robertson	PO Box 175, Seldovia	99663	234-7821			
5.	DAVID OWINGS	SEAPRO, KTN.	99901	225-7002			
6.	LEE EGLAND	PO Box 2287 Seattle WA	98111	206-340-8941			
7.	Breck Tosterman	Dip 28 Law, 1031 4th Ave	99501	269-5274			
8.	Susan Harvey	DEC Anch AK		269-3054			
9.	Don Rogowski	" "	99501	269-7540			
10.	SIMON LISIECKI	BT Shipping		564-5815			
11.	PAULA AXELSON	UPMI Box 8090 KTN, AK	99901	225-2200			
12.	BOB BERTO	CRUISE LINE AGENCIES of AK	99901	225-0999		✓	
13.	Rory Dabney	CIRCAE, 910 Highland Ave, Kona	99611	283-7222			
14.	BOB HEAVILIN	AK CHADUX CORP 721 W. 13th AV	99501	278-3365			
15.	Tom Rueter NORTH STAR	PO Box 102019 ANCH	99510	272-7537			



LEGISLATIVE TELECONFERENCE NETWORK SIGN-IN SHEET

SPONSOR: _____

SUBJECT: _____

START/END TIME: _____ DATE: _____

PLEASE PRINT

	Name/Representing	Address	Zip	Phone No.	Testify	Observe	Bill No.
1.	LARRY IWAMOTO ADEC	555 CORDOVA ST ANCH, AK	99501	269-7683		✓	
2.	TERRY MURPHY CHADUX	221 W 1ST AVE ANCH AK	99501	278 3301		✓	
3.	Doug Lentsch CISPRI	Box 7314 NIKISKI AK	99635	776-5129			
4.	JIM CARTER CIRCAK	910 HIGHLAND DR	99611	283-7222			
5.	Jeff GINALMS ARRC			265-2535			
6.							
7.							
8.							
9.							
10.							
11.							
12.							
13.							
14.							
15.							

Figure A-1: ALASKA ICS STRUCTURE FOR OIL AND HAZARDOUS SUBSTANCE RELEASES

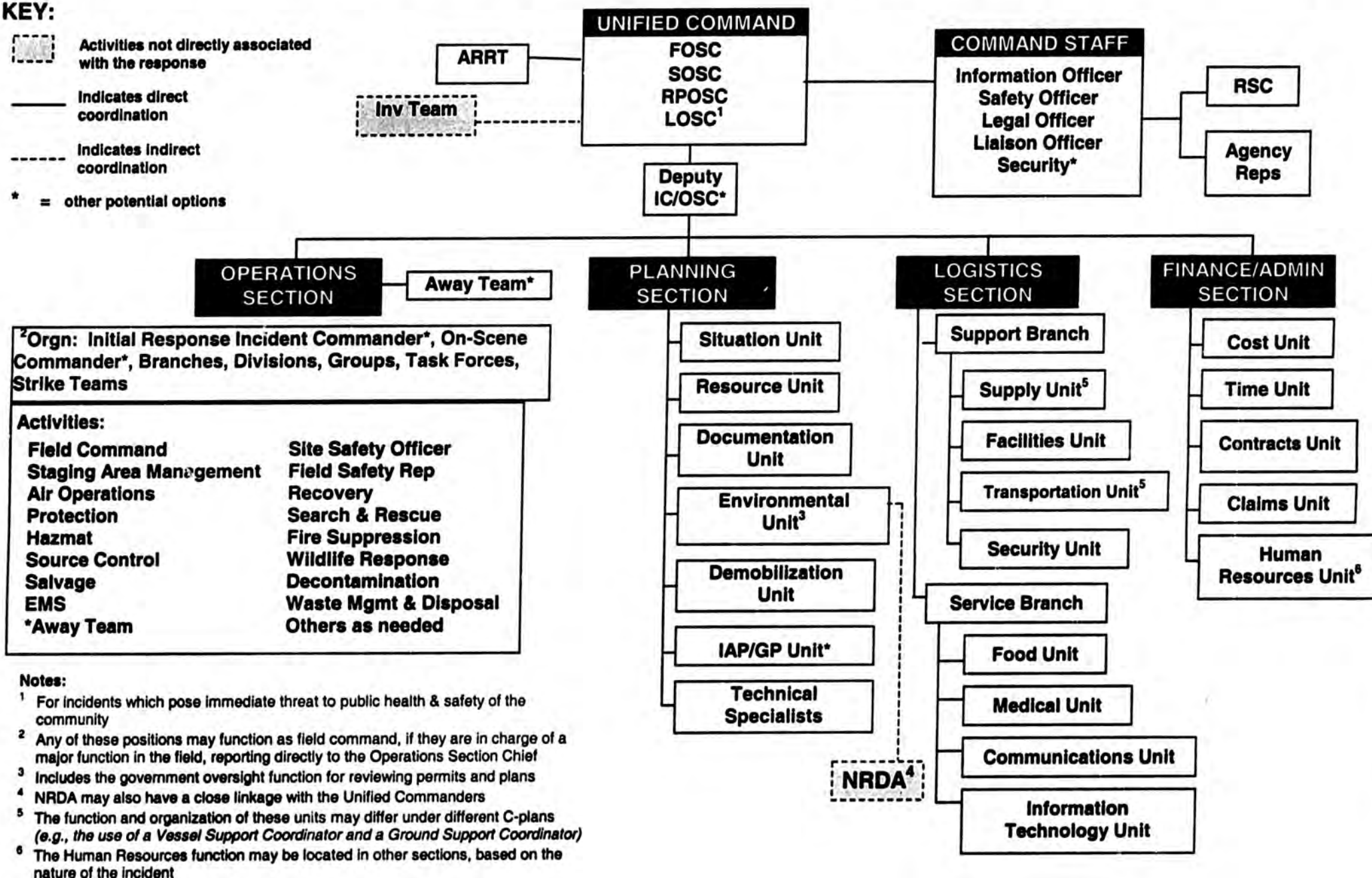
KEY:

 Activities not directly associated with the response

 Indicates direct coordination

 Indicates indirect coordination

* = other potential options



- UNIFIED RESPONSE ORGN (ICS)
- PLANNING/RESPONSE BOUNDARIES
- FUNDING GUIDANCE
- ADMINISTRATIVE GUIDANCE/PERMITS
- PUBLIC INFORMATION/AFFAIRS
- WILDLIFE PROTECTION GUIDELINES
- STATEWIDE RESOURCES
- HEALTH, SAFETY & TRAINING
- DISPERSANTS, IN SITU BURNING
- RADIOLOGICAL RESPONSE
- HAZMAT RESPONSE

UNIFIED PLAN

- ID FACILITIES, ROUTES, AND AT-RISK FACILITIES
- EMERGENCY RESPONSE PROCEDURES
- CEC & FEC DESIGNATION
- NOTIFICATION PROCEDURES
- EMERGENCY EQPT & FACILITIES
- EVACUATION PLANS
- ICS SYSTEM
- TRAINING & EXERCISES
- RELEASE DETERMINATION/AFFECTED AREA

LOCAL EMERGENCY RESPONSE PLANS

LOCAL

FEDERAL/
STATE

COORDINATED
RESPONSE

INDUSTRY

- LOCAL AREA DESCRIPTION
- LOCAL RESPONSE SYSTEM/ORGN
- AREA ASSESSMENTS
- RESPONSE SCENARIOS
- LOCAL RESOURCES
- EMERGENCY NOTIFICATIONS
- RESPONSE CHECKLISTS
- HAZMAT RESPONSE
- SENSITIVE AREAS ANNEX

SUBAREA PLANS

- RESPONSE ACTION PLAN
 - NOTIFICATION & REPORTING
 - SAFETY, COMMUNICATIONS
 - DEPLOYMENT/RESPONSE STRATEGIES
- PREVENTION PLAN
- SUPPLEMENTAL INFORMATION
 - LOGISTICAL SUPPORT, EQUIPMENT
 - COMMAND SYSTEM
 - SENSITIVE AREAS PROTECTION

FACILITY/VESSEL C-PLANS

What is SEAPRO?

SEAPRO is an industry funded non-profit oil spill response cooperative that provides training, planning and spill response services to the regulated community in Southeast Alaska from Dixon Entrance to Yakutat. The following companies are members of SEAPRO:

Alaska Marine Lines
Alaska Ship & Dry Dock
Anderes Oil Company, Inc
Annette Island Gas Service
Boyer Towing
Coeur Alaska, Inc.
Columbia Helicopters, Inc
Crowley Marine Services
Delta Western
Dutch Harbor Seafoods
Elfin Cove Fuels
Gateway Forest Products
Gildersleeve Logging, Inc
Greens Creek Mining Co
Haida Corporation
Island Tug & Barge
Kake Tribal Corporation
Ketchikan Public Utilities
Ketchikan Pulp Company
Metlakatla Power & Light

National Park Service
Newport Petroleum
Petro Alaska
Petro Marine Services
Rayonier Incorporated
Samson Tug & Barge
Sea Coast Towing
Sealaska Corporation
Silver Bay Logging
Sitka Fuels
Southcoast, Inc
Southeast Stevedoring
Taku Oil Sales, Inc
Tlingit Haida Regional Electric Authority
Tesoro Alaska Petroleum
Wards Cove Packing
Western Pioneer Shipping
Wrangell Oil
Yutana Barge Lines

Southeast Alaska Zones

SEAPRO has broken Southeast Alaska into nine different zones for the purposes of pre-staging equipment and resources for spill response. The zones are identified as follows:

- Zone 1: Ketchikan and Metlakatla
- Zone 2: Craig and Klawock
- Zone 3: Wrangell and Petersburg
- Zone 4: Kake
- Zone 5: Sitka
- Zone 6: Elfin Cove, Gustavus (Glacier Bay) and Pelican
- Zone 7: Juneau
- Zone 8: Haines and Skagway
- Zone 9: Yakutat

SEAPRO ZONE MAP
SEAPRO Member Company
*Locations are illustrated for
Each zone in Section 3.10.1,
Starting on page 10.*

The map displays the coastline of Alaska, divided into eight numbered SEAPRO zones. Zone 1 is located along the southern coast near Cape Chukchi. Zones 2 through 7 cover the central and northern parts of the state, including areas around Kotzebue Sound, Thomsen Bay, and the Beaufort Sea. Zone 8 is situated in the far north near Cape Wankarem. The map also shows major water bodies like the Gulf of Alaska and the Bering Sea, as well as neighboring countries Canada and the United States. Numerous smaller islands, peninsulas, and specific locations are labeled throughout the map.

SEAPRO ZONE MAP
SEAPRO Member Company
Locations are illustrated for
Each zone in Section 3.10.1,
Starting on page 10.

SEAPRO Staffing

SEAPRO has a full time staff of five who run the corporation during its day-to-day activities. Each staff member has specific responsibilities during a response that fall under the different sections of the Incident Command System. Following is a list of SEAPRO full-time staff positions.

- General Manager
- Operations Manager
- Planning Manager
- Training & Safety Manager
- Response Team Administrator (Logistics/Finance)

Response Personnel come from the Response Teams we have organized and trained in each of the nine SEAPRO zones. Team Members are individuals who live and work in the various communities of Southeast Alaska. SEAPRO began its Response Team Program in 1997 and currently we have approximately 240 Responders.

SEAPRO provides all required Training for its Response Team Personnel. Training includes an OSHA 24-Hour Hazwoper Course and specialized Oil Spill Response Team Training. Response Team Training ensures that personnel are able to safely and efficiently deploy and operate SEAPRO's equipment. Personal Protective Equipment for Response Team Members is pre-staged with SEAPRO's Response Equipment throughout Southeast Alaska. This ensures that personnel responding to a spill are properly protected against chemical and physical hazards.

SEAPRO Programs

Spill Response Teams

SEAPRO's Oil Spill Response Team provides a rapid response for a spill in Southeast Alaska.

Spill Management Team

SEAPRO's Spill Management Team is comprised of SEAPRO Staff, Member Company Personnel and Response Team Leaders who have been through specialized ICS Training.

Wildlife Response Teams

Wildlife Response Teams are made up of individuals who have completed specialized training dealing with wildlife that may be/has been impacted by an oil spill. Depending on the location of a spill, time of year and product(s) spilled, wildlife considerations may be a major component of a response

SEAPRO Projects

SEAPRO has several major projects underway. Following is a brief overview of them:

ESI Project

Environmental Sensitivity Index (ESI) Mapping Project for Southeast Alaska was begun by NOAA in 1992 but not completed. Nature of the project is to perform an aerial survey of all shorelines in S.E. Alaska and index them as to their sensitivity to oiling. Biological resources (wildlife populations and habitats) are also identified.

SEAPRO is facilitating and partially financing the project's completion with additional financing and services in kind from state and federal agencies and organizations (ADEC, USFS, National Park Service (Glacier Bay), NOAA, USCG and the Civil Air Patrol). The final survey overflights were completed earlier this week and product deliverables (in ArcInfo and ArcView formats as well as hardcopy maps) are expected on or before the end of next year.

Unified Plan

Revised version to be renamed "SEAPRO Technical Manual".

Scheduled for submittal to ADEC for review on September 9th. Following any revisions required by ADEC, the report will be put on CD ROMs and distributed to SEAPRO member companies, USCG and others. Eventually, SEAPRO plans to put the Technical Manual on its web site for instant access and instant updating.

The primary purpose of the Manual is to support the contingency plans prepared by SEAPRO member companies. Specifically, SEAPRO has designed its scenarios to reflect clearly and fully its resources and capabilities in terms of a response anywhere in Southeast Alaska, at any time of year, for either a vessel or facility discharge. By so doing, each member company will then need only describe its own facility, vessel and emergency response plans up to the time SEAPRO arrives to assist. The balance of the member's scenario can then be satisfied by SEAPRO's Technical Manual and its lists of equipment, responders, training, safety protocols, ICS structure, communications systems and plans, wildlife, decon and disposal plans, all of which can be incorporated by reference into the member's plan. The benefits are multiple: the plan reviewer only has to read SEAPRO's plan once and the member company contingency plan is much shorter. Additionally, plan preparation time is substantially reduced for SEAPRO members because they are just describing their own plans, facilities and equipment, and no longer have to include what SEAPRO has in its plan.

SEAPRO Equipment Descriptions and Locations

Zone 1 – Ketchikan and Metlakatla

Item	Quantity	Description
Boom	4,000'	20" Containment Boom
Boom	820'	20" Inflatable Containment Boom
Skimmer	1	Aquaguard Drum/Brush
Skimmer	1	Horizontal Rope Mop
Skimmer	2	Foilex Skimming Systems
Skimmer	1	LORI Brush Skimmer
Storage	1	1,200 gallon Fastank
Storage	1	1,000 gallon portable tank
Storage	1	4,200 gallon bladder
Storage	1	6,000 gallon bladder
Storage	2	26,500 gallon bladder
Storage	2	265,000 gallon bladder
Storage	2	10,458 gallon Response Barge

Zone 2 – Craig and Klawock

Item	Quantity	Description
Boom	2,000'	20" Containment Boom
Skimmer	1	Action Drum Skimmer
Storage	1	1,000 gallon portable tank
Storage	1	3,300 gallon bladder

Zone 3 – Wrangell and Petersburg

Item	Quantity	Description
Boom	2,000'	20" Containment Boom
Skimmer	1	Action Drum Skimmer
Storage	1	1,000 gallon portable tank
Storage	1	3,000 gallon bladder
Storage	1	4,200 gallon bladder

Zone 4 – Kake

Item	Quantity	Description
Boom	2,000'	20" Containment Boom
Skimmer	1	Action Drum Skimmer
Storage	1	1,000 gallon portable tank
Storage	1	4,200 gallon bladder

Zone 5 – Sitka

Item	Quantity	Description
Boom	7,000'	20" Containment Boom
Boom	820'	20" Inflatable Containment Boom
Skimmer	1	Aquaguard Brush/Drum
Skimmer	1	Foilex Skimming System
Storage	1	3,300 gallon bladder
Storage	1	25,600 gallon bladder
Storage	1	265,000 gallon bladder
Wildlife Care & Rehab	1	Wildlife Care Facility

Glacier Bay

Item	Quantity	Description
Boom	2,000'	20" Containment Boom
Skimmer	1	LORI Brush Skimmer
Skimmer	1	Hyde AD1 Light Oil Skimmer
Storage	2	10,458 gallon Response Barge
Vessel	1	21' Response Skiff

Zone 6 – Elfin Cove and Pelican

Item	Quantity	Description
Boom	1,000'	20" Containment Boom
Skimmer	1	Horizontal Rope Mop
Storage	1	1,000 portable tank
Storage	1	4,200 gallon bladder

Zone 7 – Juneau

Item	Quantity	Description
Boom	5,200'	20" Containment Boom
Boom	820'	20" Inflatable Containment Boom
Skimmer	1	Komara Disc Skimmer
Skimmer	1	LORI Brush Skimmer
Skimmer	1	Horizontal Rope Mop
Storage	1	1,000 gallon portable tank
Storage	1	3,300 gallon bladder
Storage	1	6,000 gallon bladder
Storage	2	10,458 gallon Response Barge

Zone 8 – Haines and Skagway

Item	Quantity	Description
Boom	2,000'	20" Foam Filled Containment Boom
Skimmer	1	Horizontal Rope Mop
Skimmer	1	Action Drum Skimmer
Skimmer	1	LORI Brush Skimmer
Storage	2	1,000 gallon portable tank
Storage	1	4,200 gallon bladder
Storage	2	10,458 gallon Response Barge

Zone 9 – Yakutat

Item	Quantity	Description
Boom	2,000'	20" Containment Boom
Skimmer	1	Horizontal Rope Mop
Storage	1	1,000 gallon portable tank
Storage	1	6,000 gallon bladder

SEAPRO Equipment – From the Haines Nearshore Project

SEAPRO has worked with the Borough of Haines in the development of a Nearshore Response Project. This project uses state funds to purchase spill response equipment. Following is a list of major equipment approved for purchase under this program. This equipment will be located on a Response Barge in the Haines area. These assets will be available for use during a response.

Item	Quantity	Description
Boom	3,000'	Ro-Boom 1000
Vessel	2	21' Response Skiff

SEAPRO Equipment – From the RCCL Settlement

As a result of a settlement between the State of Alaska and Royal Caribbean Cruise Lines, a 2.1 million dollar donation of oil spill response equipment is being made to an oil spill response cooperative in Southeast Alaska. SEAPRO has been working with the State of Alaska, the U.S. Coast Guard and Royal Caribbean to finalize a list of equipment. The following list represents the approved list of major equipment to be purchased under this settlement. These assets will be available for use during a response.

Item	Quantity	Description
Boom	1,000'	Ro-Boom Beach Shore Seal Boom
Boom	2,000'	Ro-Boom 1000
Skimmer	1	LORI HK-3 Skimmer
Skimmer	2	Marco Sidewinder Skimming System
Storage	1	10,458 gallon Response Barge
Vessel	2	48' Response Vessel with Integrated LORI Side Skimmers
Vessel	7	21' Response Skiff
Wildlife Care & Rehab	1	Wildlife Care Facility



LTNS Announcements and Messages

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Send Message

TC Number: [Click here to send a message](#)

Announcements

[10913](#) 9/6/00 9:10 AM

ANN: In Progress.bbn

[10923](#) 9/6/00 8:13 AM

ANN: announced. pw

Messages

[10913](#) 9/6/00 10:17 AM

ALL: just gregg erickson and deborah vogt in juneau. got your fax. pw

9/6/00 9:13 AM



ALL: The committee is gathering in Anchorage. Send your parts list asap. Thanks. bbn/anc



ARRT Website

- ***Unified Plan***
- ***Subarea Plans***
- ***AIMS Guide***
- ***Wildlife Protection Guidelines***

<http://www.akrrt.org/plans.html>

Pertinent Definitions:

Worst Case Discharge:

In the case of a vessel, a discharge in adverse weather conditions of its entire cargo. (CWA, Section 311(a)(24))

Maximum Most Probable Discharge:

The maximum most probable discharge scenario in most cases will be based on the largest recorded spill size for the area. The maximum most probable discharge will take into account such factors as the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories and operating records of facilities and vessels in the area. (COMDTNOTE 16471M, 30 Sep 92)

Average Most Probable Discharge:

The most probable discharge scenario is based on the size of the average spill in the area. (COMDTNOTE 16471M, 30 Sep 92)

SCENARIOS: PART ONE - MAXIMUM MOST PROBABLE DISCHARGE

Situation. In the early morning hours of March 15, a severe windstorm parts the mooring lines of M/V LOGSHIP, which is anchored in Kazakof Bay near the Silver Bay Logging Camp on Afognak Island. While attempting to get underway, the vessel is pushed onto the rocks. At 0300 Air Station Kodiak receives notification via VHF from the vessel's master. The master states that the hull has come into contact with the rocks, but the extent of damage is uncertain. The master feels that the vessel is not in danger of sinking and is not taking on water in any of the manned spaces.

Vessel particulars:

M/V LOGSHIP

Flag: Korean

Owner: Korean Lumber Corp., Inc.

Agent: North Pacific Maritime, Ketchikan

Status: 40% loaded with logs for Japan

Fuel: 150,000 gallons Bunker fuel

Tank configuration: unknown

Weather: winds are initially 50 mph with gusts to 90 mph. Winds diminish as the day progresses. Skies are clear with no precipitation.

Tides: Highs - 3:02 a.m., 8.6 feet and 3:15 p.m., 8.2 feet

Lows - 9:07 a.m., 0.6 feet and 9:16 p.m., 0.7 feet

Sunrise: 7:12 a.m.; Sunset 6:11 p.m.

Hour 0-9*: Initial Response Team (0300 to 1200)

*Note: For this scenario, the initial response team extends until hour 9, instead of hour 6 as indicated in the ramp up section, because the spill is discovered after dark and little action occurs until sunrise.

Notifications. Upon notification, Air Station Kodiak notifies MSD Kodiak, which then notifies MSO Anchorage. An initial command center is started in Anchorage at 0500, with plans to move the command center to Kodiak sometime in the afternoon. MSD Kodiak notifies the Kodiak Police Department and the police dispatch notifies the Kodiak Emergency Services Director and other local responders. MSO Anchorage notifies ADEC and federal stakeholders. Once notified, ADEC begins to notify other state agencies (ADNR, ADF&G, DES).

Initial Response Actions.

MSD Kodiak requests immediate transportation via USCG helicopter to the vessel with plans to set up a forward command post at the logging camp or onboard the vessel. The exact location will be determined once the MSD party arrives on-scene.

Within ADEC, response personnel communicate with natural resource trustee agency leadership to identify response priorities for booming and containment.

MSD Kodiak response personnel arrive on-scene at 0600 via USCG helicopter, advise the vessel master of the legal responsibilities for spill response, and instruct the vessel master to continually sound his tanks to check whether any oil has begun to leak. On-scene weather is high winds (steady at 40 mph with gusts to 80 mph). Skies are dark but begin to lighten by 0630. MSD Kodiak personnel are initially unable to visually detect a sheen. However, tanks are sounded and determined to be leaking bunker fuel. By hour 6, a sheen is visible.

Locally, in Kodiak, response personnel (at the direction of the Emergency Services Council) work to ensure that mechanisms are in place to prioritize protection of locally-important resources. Local responders (KIB) work to ensure that state agency protection priorities are aligned with those of the local community. The Borough or the ESC contact the City of Ouzinkie to notify them of the situation and to discuss protection of subsistence areas.

ADEC has one Environmental Health person located in Kodiak, and he is dispatched to the scene until ADEC spill response personnel arrive.

Command Center Establishment. The Incident Command will start to form in Anchorage, with plans to move the command center to Kodiak if the situation warrants. The KIB Assembly Chambers is selected as the site for the command center, if and when it is moved to Kodiak. Borough personnel begin to assemble the resources necessary to set up operations at the command center, such as telephones, fax machines, computers, and other office equipment. The Borough communications trailer is set up to enhance communications. The command center is designed to accommodate approximately 50 people, although not all of them will work out of the Assembly Chambers. The LOSC will also begin to consider alternate locations for a long-term command center, should the response run for a period of several weeks or months. The Resources Section of the KSCP and the Communications Plan in the Resources Section outline office and communications equipment needs for the command center, and these lists will be used as a guideline in setting up the command center in Kodiak.

A forward command post is also established near the spill site as a headquarters for on scene response personnel. The forward command post is established at the logging camp on Afognak (Silver Bay Logging). Initial response personnel, consisting of MSD Kodiak and additional Coast Guard responders, agree that it is a priority to establish a communications link between the forward command post and the command center as early as possible. This is initially accomplished by using the telephones at the logging camp.

ICS Mobilization. By 0800, the ICS begins to form as additional personnel are called on-scene (transported via USCG helicopters) and to the command center. Agency involvement is still limited primarily to ADEC and the USCG. MSO Anchorage has already set up an IC, which is being moved to a command center in Kodiak.

By approximately 0900, the KIB had been notified of the situation and of the need to establish a command center in Kodiak. The Emergency Services Director calls an Emergency Services Council meeting. The ESC is the policy-making board for emergency response in Kodiak, and the only ones with the authority to reassign personnel during an emergency response. The Emergency Services Director (LOSC) contacts Kitoi Bay Hatchery and the City of Ouzinkie regarding equipment mobilization, and the LOSC begins to work on identifying sensitive areas in cooperation with ADF&G and USFWS.

The Coast Guard sends a C-130 to Anchorage to transport USCG personnel, leaving only a skeleton crew at MSO Anchorage to answer phones, etc. One or two command-level people also remain in Anchorage. Other USCG personnel continue working with KIB to set up the command center in Kodiak and mobilize resources. The FOSC begins mobilizing members of the Pacific Strike Team from CA with bunker fuel response equipment. The strike team responds with approximately 6 people, and they will arrive on-scene with most of the necessary equipment and resources to conduct all vessel lightering operations. The strike team will arrive in their own C-130 around sunset.

Staging Areas. Shoreline areas near the logging camp and spill are designated for use as staging areas. Because of the high winds, response equipment (boom, etc.) which arrives on-scene via helicopter will not be deployed immediately. Until the conditions die down, this equipment will be staged in a shoreline area accessible to both helos and landing craft. An equipment check-in point is established at the staging area to track equipment and staffed with USCG personnel. MSD Kodiak response personnel or the LOSC contact the logging camp and request use of the logging camp's oil spill response equipment. They also request personnel support (primarily administrative and organizational) from the logging camp until additional responders arrive on-scene. The SOSC agrees to allow the logging camp to release equipment as necessary. The logging camp releases its equipment, but the Silver Bay containment boom and sorbents are determined to be of limited value to this spill response as it is designed for diesel/gasoline spills, and this incident involves Bunker "C" oil, which is not easily contained by boom.

Equipment Mobilization and Deployment. Weather conditions (primarily winds) are too severe during hours 0-9 to consider deploying equipment. The FOSC recognizes that the RP does not have the resources to respond to the spill and initiates the necessary paperwork to release and mobilize federal resources to supplement the response, thus federalizing the spill response. A federal project number is assigned in order to fund response operations. Responders begin to mobilize equipment from the USCG base and Anchorage, in anticipation of calmer seas. The petty officer at MSD Kodiak acquires as much containment boom as is locally available, and will begin loading this equipment on Coast Guard helicopters as soon as the winds die down to a safe level. The MSD staff is also beginning to call for USCG boats to deploy the boom as soon as the weather abates.

The LOSC contacts the state (ADEC) to get permission to mobilize the KIB-owned equipment staged in Ouzinkie by activating the response agreement with Ouzinkie. Permission is obtained and the Ouzinkie spill response equipment is mobilized to the staging area at the logging camp using local fishing vessels and skiffs from Ouzinkie. Because the Ouzinkie equipment is owned by the KIB, it may be released by the LOSC without initiating additional contracts. The equipment packages fit onto most fishing vessels. The on-scene coordinators also contact CISPRI and initiate a contract to use CISPRI resources. CISPRI gets approval from its Board of Directors to release equipment for the non-member, and then begins to mobilize resources. CISPRI personnel explain to the government response agencies that some of their equipment may not be as effective in responding to this spill, because Bunker C fuel differs in chemical and physical properties from other crude and non-persistent oils, which are more commonly transported by CISPRI members.

CISPRI mobilizes their response vessel, the BANDA SEAHORSE, within an hour of approval, and begins to transport additional response equipment via aircraft. The Unified Command contacts SERVS in order to initiate contracts with local response vessels. The LOSC begins to implement a volunteer action plan to coordinate volunteers as they arrive on-scene.

Hour 9-96: Transitional Response Team

Weather: Winds are diminishing and by Hour 12, they have decreased to 25 knots.

Quantity of oil spilled: Still unknown. Tanks are definitely leaking bunker fuel. Vessel is stable and in no immediate threat of sinking. By hour 12, the oil has traveled almost as far as the Triplets Islands (see attached trajectory).

On-Scene Response. By approximately noon (hour 9), we start to see increased activity and equipment mobilization. At this point, the MSD Kodiak responder is the sole FOSC representative on-scene in Afognak. No other state or federal agencies have arrived on scene yet, and there are no other vessels on scene.

USCG personnel request that the NOAA Scientific Support Coordinator develop a spill trajectory. Although the amount of spilled oil is still uncertain and weather conditions are dynamic, a reasonable trajectory is completed by 1200, based on information gathered since 0500. (See spill trajectory attached)

Borough personnel will provide assistance with setting up the command center, providing logistical support, office space, communications equipment, and other locally available resources. The LOSC and borough personnel also begin to look for a backup location for the command center to be moved as the response continues over the long term. The local government (KIB) sets up a public information center in town at the Kodiak Library to address public concerns. The Coast Guard also has their own Public Affairs people who begin to work on public outreach and coordinate media coverage. During the first few days of the response, several different public information outlets may be established. However, as the ICS forms, a joint information center with federal, state and local public affairs representatives will be formed.

By 1200, ADFG begins to coordinate their efforts with other natural resource agencies and the local government/community to identify sensitive areas at risk.

By 1200, ADEC personnel have attempted to contact the Responsible Party's Protection & Indemnity club, begun to ramp up state resources, and continued to contact other state agencies. ADEC assigns response personnel to ICS positions, mostly into the planning section, some with some assigned to operations. ADEC tries to include ADFG and ADNR representatives with ADEC personnel on the initial flight to Kodiak and begin to deploy on-scene.

As they arrive at the command center, ADEC personnel begin to formulate a Sitrep, which is the situation report sent by ADEC to the other state resource agencies, federal agencies, and Juneau ADEC office, summarizing state actions so far. The ADEC public information office

in Juneau uses the Sitrep to develop an initial press release. The Coast Guard will generate a POLREP, which is also a situation report, for essentially the same purposes as ADEC's Sitrep.

Early in the response (by hour 12, 1500) the Unified Command contracts with an archaeologist, because there are several important historical sites adjacent to the spill, such as Monk's Lagoon. The LOSC suggests that the Alutiiq museum may be able to provide the necessary expertise. The Unified Command also initiates contracts with wildlife response organizations and other specialists in order to mount an effective response.

By 1600 - 1800, as flying conditions improve and it becomes easier to transport people and equipment (helos can land), ADEC responders (with possibly one or two ADFG/USFWS responders) begin to arrive on-scene (logging camp on Afognak Island) to initiate containment and response activities and to identify wildlife protection priorities. Volunteer responders arriving on-scene in vessels are directed by the LOSC to work through the volunteer coordination center in Kodiak. Two CG helicopters are used to transport personnel and equipment, which continues in earnest between 1600 and 1800. By 1800, one helicopter full of ADEC responders (6-10) has landed, and several loads of equipment, including light sets, portable generators and other support equipment have arrived on-scene. The initial ADEC team brings a "crash kit" of office and planning supplies, laptop computers, and other office equipment, and they also bring their own PPE, mustang suits, etc. The limited support equipment which arrives in the helicopters is used to set up a forward command post, and oil spill response equipment is stored at the staging area overnight. Due to the large amount of equipment being mobilized, several trips between Kodiak and the staging area are required. Equipment transport is prioritized according to the needs on-scene, with operational equipment such as boom, anchors and PPE prioritized over other support equipment. Coast Guard and privately contracted vessels are also used to transport equipment to the scene. Transit time from Kodiak is approximately 12 hours, but these vessels are able to operate after dark (when USCG helicopters are no longer flying.)

As the weather calms and the response proceeds (Day 2), additional personnel begin to arrive on-scene. The Kodiak USCG air station continues to provide the primary logistics support for transporting and staging equipment. The USCG VOSS system and additional oil spill response equipment from the MSD Kodiak and other commercial/industry sources in Kodiak is transported on-scene from MSD Kodiak on a CG cutter, which arrives in Kazakof Bay by 2200 .

By daybreak on Day 2, ADEC has begun to make logistical arrangements to transport personnel and resources from Anchorage. As ADEC and other agency personnel arrive on-scene and in Kodiak, the command center in Kodiak is beginning to come together and the ICS continues to form and expand.

By 1800, the response has begun to coalesce and the ICS continues to expand. An initial incident action plan has been developed. At this point, Ouzinkie community members are anxious to begin deploying response equipment to protect local streams and subsistence use areas. However, due to the sustained winds and dwindling daylight hours, the Unified Command decides to delay boom deployment until dawn.

Once the command center is up and running, the ICS will continue to grow and specialize, with regular briefings and situation reports. As early as possible, the Public Information Officer(s) will work with communications and computer experts to establish an internet site to keep the public up-to-date on response activities, spill trajectory, and other situation specifics. The Unified Command web site established during the M/V KUROSHIMA spill was considered to be a public relations success and would be used as a model for future medium to large sized spills in the Kodiak Subarea.

Equipment Mobilization and Deployment. By hour 12 or so, there is approximately 3000 feet of boom available on-scene (KIB boom from Ouzinkie and boom from the logging camp) and ready to deploy as soon as the weather permits. Coast Guard buoy tenders back in Kodiak are being loaded with as much boom as is locally available and begin to travel to the scene. It will take about a half a day for the buoy tenders to arrive on-scene, and meanwhile USCG helicopters are bringing the MSD boom to the staging area. The vessels and helos will also be loaded with equipment such as PPE, which would be staged on the beach as it arrives. The winds do not die down until 1600 or so, and until this point it is not possible for a helicopter to land.

The FOSC may direct the RP to contract with SERVVS or Chadux, both of whom train local fishing vessels for oil spill response. The LOSC will work with the RP and Unified Command to coordinate all volunteers arriving on-scene.

Equipment deployment does not commence until daybreak of the second day (hour 28); however by the afternoon of day 1, crews have begun to stage boom and other equipment at certain key shoreline locations which are accessible on the Kodiak road system. The KIB-owned equipment staged at Ouzinkie, as well as other containment boom maintained by the village are mobilized to be ready for deployment at first light. The City of Ouzinkie has approximately 3,000 to 4,000 feet of boom on hand, which will be used to boom the city harbor. There is another 3,000 feet of boom in the KIB equipment package staged at the village, which will also be used in the response, and MSD Kodiak is able to mobilize approximately 4,000 feet of boom as well by hour 18. Some of this KIB and MSD boom will be used to boom off the salmon streams near Ouzinkie, and the rest will be used to boom off the streams prioritized by the sensitive areas group (See Wildlife Response discussion).

Communications. At this point (hour 12), radio communications from Afognak to the command center in Kodiak are still complicated and not reliable. It will take a few days for a communications system to support the on-scene response to evolve, and in the meantime response personnel use VHF radios and Coast Guard high sites to communicate with the evolving command center. CISPRI has portable, self-contained communications units set up with a portable repeater, phone and fax, which can be sent to the scene with initial responders.

Wildlife Protection and Response. ADEC and the FOSC have both notified the appropriate Natural Resource Trustee Agencies. USFWS, ADNR, NMFS and ADFG wildlife experts begin to arrive at the command center with other ADEC personnel. The FOSC initiates contracts with seabird and sea mammal responders, including the WRRT (Wildlife Rapid Response Team from Homer), IBRRC (International Bird Rescue and Research Center), and International Wildlife Research (for sea otters & marine mammals). Arrival times for wildlife responders are estimated to be early afternoon of Day 2.

According to the trajectory, oil hits the Triplets by Hour 12 (1500), endangering a seabird colony in that area. Due to the high winds, the birds have congregated on the water in the lee of the island, and are therefore safe from the immediate impacts of the oil. Should the wind shift or die down, however, this population would remain in danger.

At this time of year, there are other populations feeding in the open water and they are also at risk of being oiled. Wildlife responders prepare to capture and treat oiled wildlife as sea and wind conditions die down, and undertake the necessary paperwork to obtain hazing and capture permits.

If local residents arrive on-scene (via private vessels) anxious to assist with wildlife protection and rescue, they are directed through the planning section (volunteer coordinator) to the contracted wildlife response groups. Volunteers are dissuaded from interfering with ongoing wildlife response operations.

As wildlife responders arrive on-scene with hazing kits and other support equipment, LOSC representatives assist them with logistical considerations as they set up a station at the forward command post. The logistics section works with wildlife responders to identify potential locations for wildlife collection, cleaning and rehab stations and the Incident Commander (FOSC) begins to direct the development of a disposal plan for any dead wildlife.

Once the weather has abated enough to begin boom deployment (morning of Day 2), Ouzinkie harbor and the nearby salmon streams are boomed (approximately 4,000 feet of boom total). USCG response equipment (approximately 10,000 ft. containment boom, sorbent material, a VOSS, and several small skiffs) from Kodiak arrived in Kazakof Bay via Coast Guard cutter the evening prior. Next, boom will be deployed at the Monashka Bay creeks (Monashka and Pillar Creeks), Island Lake Creek (if the surf is not too high), and the Buskin River, in that order. The next protection priorities identified are the lagoon on Long Island, the two lagoons on the backside of Spruce Island and, if threatened, the Women's Bay and Chiniak salmon streams, beginning with the Russian River and Sargent Creek and moving sequentially toward Chiniak. Monk's Lagoon would also be a protection priority for natural resource and historical reasons, and boom may be deployed there as well.

Because most of the salmon streams identified above are road accessible, land-based crews will deploy the boom at the bridges at each of these streams. While the mouths of the streams may not be protected with this strategy, it will allow for the greatest number of streams to be protected with a limited amount of boom (approximately 50 feet per stream). If the trajectory proves to be incorrect or if the wind shifts, booming strategies will be revised to protect additional areas at risk.

It is possible that the amount of oil which actually reaches as far as Monashka Bay or even the Chiniak salmon streams is extremely minimal, as much of the oil may accumulate on Spruce Island. However, even if the perceived risk is minimal, defensive booming of the salmon streams on the Kodiak road system will be carried out during day 2.

As the winds die down the next day (hour 28 and on), wildlife responders consider the viability of hazing threatened wildlife populations. This decision is made on a site-by-site basis, contingent upon a variety of considerations and supported by the necessary permits. The major

priorities for wildlife responders continue to be capturing and treating injured wildlife and collecting carcasses before they can be consumed by other animals.

By Hour 28-30, wildlife collection points have been established near the City of Kodiak harbor and also near the spill site. ADFG and USFWS biologists identify oiled carcasses and record the appropriate data before freezing or disposing of the animals. A disposal plan is coordinated with the local landfill, and freezer vans are set up at each of the collection points as well as at the landfill. If the number of dead animals exceeds the capacity of the landfill, arrangements will be made to dispose of the animals in alternate locations. Injured or oiled wildlife are handled by the contracted rehabilitation organizations according to their internal operating procedures. Wildlife responders may set up rehabilitation and cleaning stations in Kodiak, or they may arrange to transport oiled wildlife to Homer or Anchorage. Any sea otters killed by the oil will be necropsied before disposal.

Sensitive Areas Identification and Protection. As soon as it is apparent that oil is in the water (hour 6), the local government begins to consult with the Natural Resource Trustee Agencies regarding sensitive area protection priorities. It is likely, given the weather conditions, that no boom will be deployed until daybreak of the second day (hour 28), therefore these individuals consult the trajectory for hour 24 as they begin to identify protection priorities and sensitive areas at risk.

In recommending sensitive areas for protection, the local government and resource agencies use the prioritization scheme in the Sensitive Areas section of the KSCP, balancing natural resource population information with human use and subsistence considerations. The resource agencies provide information on marine mammal populations and rookeries, seabird concentrations, and shoreline sensitivity. Local residents and the local government provide input on human use, recreation, and subsistence areas.

While it seems certain that no boom will be deployed until at least day 2, protection priorities are pre-identified and submitted to the Operations Section by approximately hour 18 (2100 on Day 1). Depending upon how early these areas are identified, response equipment may be pre-positioned at those streams and shoreline areas which are road accessible.

The resource trustees and local government representatives determine that the most effective use of boom would be to deploy exclusionary and deflective boom at all the major road-accessible salmon streams downstream from the spill site. In addition to providing salmon habitat, these streams are identified as sensitive areas due to their recreational and subsistence use (because of proximity to road system). It is suggested that boom be deployed at the heads of bays but due to the high winds and rough seas, and the limited number of trained personnel, this option is tabled for reconsideration when the weather abates.

The local government indicates that it is a local priority to protect the area around Ouzinkie Narrows and to boom off the village harbor in order to protect the salmon stream it contains. There are two other salmon streams in the vicinity of Ouzinkie and they, too, are identified as booming priorities because of their high subsistence fishing use. The local government next identifies Monashka Bay as a protection priority, because it is an important recreational area and also a vulnerable tidal flat. Monashka Bay is selected as a protection priority, with emphasis on the two salmon streams it contains (Monashka Creek and Pillar Creek).

After Monashka Bay, the salmon stream in Mill Bay (Island Lake Creek) is identified as a booming priority, as long as the surf is not too high in Mill Bay. After that, booming priorities continue stream by stream moving toward Chiniak. Once all threatened salmon streams are protected, protection priorities will extend to entire beaches, with emphasis on areas that are commonly used for recreation or subsistence. Because of the potential for high surf at Mill Bay beach, it is designated as a potential collection area, depending on how much oil reaches that far down. Although it is terribly unpleasant to consider "sacrificing" a beach, it is apparent that Mill Bay is a natural collection beach and that it would be feasible to use the beach for collection purposes due to its easy road and vehicle access.

Based on the spill trajectory, Ugak Island is identified as a protection priority because it is a marine mammal haul out, although it may be a difficult area to protect because of deep water and rough surf.

Clean up and Recovery. From Day 2 (hour 28) on, as people arrive on scene and boom deployment is accomplished, the focus of the response will begin to switch from protection to oil removal and recovery. After the initial influx of containment boom and other initial response equipment, storage equipment is transported to the scene. Temporary storage bladders are transported from MSD Kodiak, and a local barge *Anna Lee* with a storage capacity of over 100,000 gallons, is contracted by the FOSC and dispatched to the scene (ETA sundown day 2). Recovery concerns will include protecting resources, and addressing issues such as lighterage and salvage. The Pacific Strike Team will be able to provide some lightering expertise. Navy SUPSALV should be consulted for salvage issues, or the RP may choose to contract with a private salvage company to remove the vessel from the rocks.

After Day 3 or so (hour 52), disposal will become an issue. Bunker oil is extremely problematic from a removal standpoint, as skimmers are not effective in separating bunker oil from water. Bunker C has the consistency of peanut butter or "flubber", and it is extremely hard to collect, load, and generally difficult to deal with. Oily wastes, debris and recovered bunker fuel are transported to Kodiak for disposal.

Mill Bay, Abercrombie Beach, or another shoreline with road access may be selected as a keeper/collection beaches because it is possible to get heavy equipment onto the beach for removal. Landing craft will bring oil and debris to the shore, where it will be loaded into dumpsters or totes and transported from the beach for ultimate disposal. The RP (Incident Commander) is responsible for developing and implementing a disposal plan which complies with existing local, state and federal laws and regulations. ADEC and the Kodiak Island Borough will oversee this process. Shoreline Cleanup and Assessment Teams are organized and deployed to assess shoreline impacts and make recommendations regarding additional cleanup.

Personnel Considerations. Initially, lodging and food are provided by the Silver Bay Logging Camp and supplemented with supplies from Ouzinkie. The school at the logging camp is used for temporary lodging and to cook meals for responders.

Figure G-1: Spill Trajectory Hour 6



Kazakof Spill

Estimate for: Hr 6

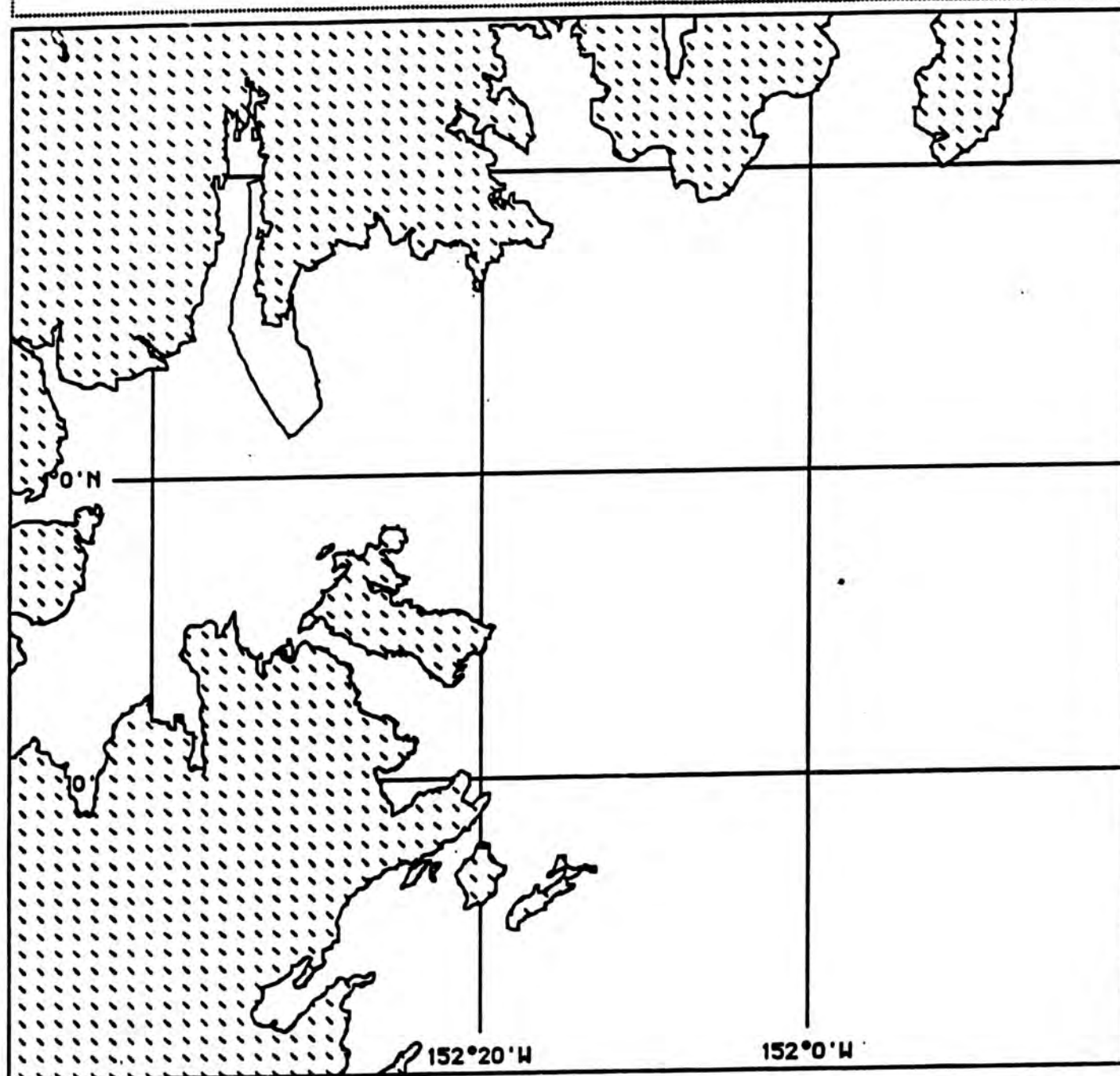
Prepared: 1357, 2/5/98

MASS Analysis

NOAA/HAZMAT/MASS (206) 526-6317



These estimates are based on the latest available information. Please refer to the trajectory analysis briefing and your Scientific Support Coordinator (SSC) for more complete information.



- UNIFIED RESPONSE ORGN (ICS)
- PLANNING/RESPONSE BOUNDARIES
- FUNDING GUIDANCE
- ADMINISTRATIVE GUIDANCE/PERMITS
- PUBLIC INFORMATION/AFFAIRS
- WILDLIFE PROTECTION GUIDELINES
- STATEWIDE RESOURCES
- HEALTH, SAFETY & TRAINING
- DISPERSANTS, IN SITU BURNING
- RADIOLOGICAL RESPONSE
- HAZMAT RESPONSE

UNIFIED PLAN

- ID FACILITIES, ROUTES, AND AT-RISK FACILITIES
- EMERGENCY RESPONSE PROCEDURES
- CEC & FEC DESIGNATION
- NOTIFICATION PROCEDURES
- EMERGENCY EQPT & FACILITIES
- EVACUATION PLANS
- ICS SYSTEM
- TRAINING & EXERCISES
- RELEASE DETERMINATION/AFFECTED AREA

LOCAL EMERGENCY RESPONSE PLANS

FEDERAL/
STATE

LOCAL

COORDINATED
RESPONSE

INDUSTRY

- LOCAL AREA DESCRIPTION
- LOCAL RESPONSE SYSTEM/ORGN
- AREA ASSESSMENTS
- RESPONSE SCENARIOS
- LOCAL RESOURCES
- EMERGENCY NOTIFICATIONS
- RESPONSE CHECKLISTS
- HAZMAT RESPONSE
- SENSITIVE AREAS ANNEX

SUBAREA PLANS

- RESPONSE ACTION PLAN
 - NOTIFICATION & REPORTING
 - SAFETY, COMMUNICATIONS
 - DEPLOYMENT/RESPONSE STRATEGIES
- PREVENTION PLAN
- SUPPLEMENTAL INFORMATION
 - LOGISTICAL SUPPORT, EQUIPMENT
 - COMMAND SYSTEM
 - SENSITIVE AREAS PROTECTION

FACILITY/VESSEL C-PLANS

Industry “C-Plans”

Oil Discharge Prevention & Contingency Plan

- ⇒ **Industry Specific**
- ⇒ **Site Specific**
- ⇒ **Addresses unique**
 - ⇒ **prevention**
 - ⇒ **response**
 - ⇒ **facility, vessel and corporate issues**

Goal: document and demonstrate sufficient resources to contain, clean-up and mitigate potential oil discharges and protect environmentally sensitive areas

C-Plan Contents (18 AAC 75.425)

PART 1 - Response Action Plan

PART 2 - Prevention Plan

PART 3 - Supplemental Information

PART 4 - Best Available Technology (BAT)

+ Financial Responsibility

C-Plan Contents (Proposed SB273 Vessels)

PART 1 -

Response Action Plan (RAP)

- ⇒ **Initial Notification (e.g. SOPEP)**
- ⇒ **Membership in Co-op (or equivalent capability)**
- ⇒ **Spill Management Capability**

PART 2 -

Prevention Plan by Rule

BAT

**potentially handle by updating RAP and
Prevention Rules every 3-5 years**

+ Financial Responsibility