ANNUAL REPORT
ALASKA REGIONAL RESPONSE TEAM
CY 2002

I. MAJOR ACTIVITIES.

A. MAJOR/NOTEWORTHY RESPONSE ACTIVITIES:

February 13, 2002 – Valdez Petroleum Terminal – 3,000 gals diesel
This spill occurred when a tank relief pipeline was damaged by snow and ice. Approximately 3,000 gals of diesel spilled which was recovered using a Vac Truck as well as heavy machinery used to collect contaminated snow, ice, and soils.

March 3, 2002 City of Manokotak Day Tank - > 2,000 gals diesel
This spill involved approximately 2,200 gals of diesel in an Alaska Native village community tank farm. The spill was due to the failure of a relay switch on a transfer pump, which allowed a small day tank to be overfilled. The spill impacted snow and ice covered peat and soils on the bank of the Igushik River. State spill responders along with villagers and a response co-op responded through the remaining winter months and into the summer to collect free product and residual contamination. Environmental Protection Agency (EPA) through its START contractor hired a Historic Properties Specialist as per the provisions of the National PA regarding the protection of Historic Properties.

July 26, 2002 F/V Arctic Sun – 6,300 gals diesel
This spill occurred when the vessel hit a rock, sank and came to rest in approximately 1,000m feet of water in Ratz Harbor, Clarence Strait located in Southeast Alaska. The vessel was carrying approximately 6,000 gals of diesel, 400 gals of lube and hydraulic oil and misc containers of gasoline. The United States Coast Guard (USCG) and Alaska Department of Environmental Conservation (ADEC) conducted several over flights of the wreck sight and determined that that discharged oil wasn't recoverable and diminished before impacting adjacent shorelines.

August 2, 2002 BP Lisburne Production Center - 6, 300 gals crude oil / produce water mixture
This spill of 6,300 gals of crude oil produce water occurred at an Alaska North Slope crude oil production facility operated by BP at their Lisburne production center. The spill resulted from a faulty valve on a produce water line and impacted approximately 10,000 feet of a gravel pad. BP constructed berms around the spill to contain it and used Vac truck and heavy machinery to recover free product and remove contaminates gravels.

August 16, 2002 BP Prudhoe Bay A Pad Well # 22 Explosion
A gas explosion occurred at the subject well from a damaged well casing resulting in a personnel injury, fire and release of an unspecified amount of natural gas to the environment on the Alaska North Slope, Greater Prudhoe Bay crude oil production field. BP utilized its fire department and well controls personnel to control the release within several hours and "kill" the well to prevent further release. No petroleum contamination resulted from this incident. As a follow-up BP shut down nearly a hundred wells for inspection to ensure similar problems were not present.

August 19, 2002 Holland America Line Ryndam Sewage Spill Juneau AK
The Ryndam, a Holland America Line cruise ship, had a discharge of partially treated sewage of 40,000 gallons at the pier in Juneau on August 19th. The spill appears to have been from a tank overfill. The Department of Justice has the lead on that investigation. Samples were taken and the material in the water was found to have high fecal chloriform content. This and other Holland America Line ships are outfitted with advanced sewage treatment systems and are approved o discharge treated sewage at the pier.

September 27, 2002 Alaska Pacific University Chlorine Release
A maintenance error at this university swimming pool resulted in the discharge of an unspecified amount of chlorine gas in the pool building during a swim team practice session. The Anchorage Fire Department's Hazardous Material team responded and activated Anchorage's local plan to transport 33 people to a nearby hospital for care. Entry teams removed the material, which was reacting and caused the release and monitored the building until chlorine levels were eliminated through ventilation.

October 8, 2002 Kivalina Barge Grounding
On Oct 8 a barge designed to transport lead and zinc concentrate from the Red Dog mine ran aground off of Kivliana Alaska. The barge was loaded with 22,000 gals of diesel and 700 gals of misc. lubricants. Under supervision by the USCG and ADEC Foss Maritime, the barge owners were able to refloat the barge and pump off fuel preventing a discharge.

Oct 11, 2002 Port Graham Abandoned Chlorine Cylinders
On Oct 12, the ADEC utilizing a response contractor removed 12 abandoned cylinders of chlorine at a former fish processing plant in the remote village of Port Graham. The cylinders posed an immediate threat to the community; one had a small leak, which was secured with an "A" kit. All were secure for transportation and removed from the community by a contractor who will empty their contents for reuse out of state.

November 3, 2002 Denali Fault Earthquake Response
As a result of a major 7.0 earthquake on the Alaskan Denali fault numerous spills from home heating fuel tanks occurred in communities around the fault line. The Trans Alaska Pipeline was shut down for nearly three days while repairs were made to pipeline supports and underground areas were checked to look for damage. The majority of the spills resulting from the earthquake were minor in size and handled by the state ADEC. The Trans Alaska pipeline did not sustain any damage, which resulted in oil discharges.

November 10, 2002 – F/V Genei Maru No. 7 – Unknown amount of fuel and lubricating oil
After floating around abandoned in the North Pacific four several months this vessel was discovered aground on Nov 10, by local fishermen on Afognak Island. Over the course of several weeks the USCG and ADEC working through a Unified Command removed close to 5,000 gals of diesel, 8,600 gals of mixed hydraulic and lubricating fuels, 48 cubic yards of solid hazardous materials, and other miscellaneous material. The response was located in a remote area with no road access and hazardous conditions for vessels. Helicopter operations transported personnel and materials to and from nearby bases and vessels.

B. RRT MEETINGS:

Two Alaska Regional Response Team (ARRT) meetings were held in CY 02: June 4th in Juneau, Alaska; and November 15th, in Anchorage, AK. The agenda and minutes are posted on the ARRT website at http://www.akrrt.org.

C. COMMITTEE AND WORKING GROUP UPDATES:

(1) WILDLIFE PROTECTION WORKING GROUP (WPWG).
The ARRT approved revision IV of the Wildlife Protection Guidelines for Alaska. The newest version has been placed on the ARRT's web page. The WPWG has also been working with Canadians and others to put together wildlife guidelines for the CANUSDIX Entrance between Prince Rupert and Ketchikan. Draft guidelines have been developed for that and were reviewed at the CANUSDIX exercise during September. The WPWG will continue to work with the Canadians to finalize the wildlife protection guidelines for CANUSDIX. The WPWG will also work with ADEC to develop a cross-boundary map to cover the CANUSDIX area.

(2) CULTURAL RESOURCES WORKING GROUP (CRWG).
The ARRT adopted the *Alaska Implementation Guidelines for Federal On-Scene Coordinators for the Programmatic Agreement on Protection of Historic Properties During Emergency Response under the National Oil and Hazardous Substances Pollution Contingency* during the June meeting. These guidelines are now available on the ARRT website. A presentation on historic properties protection was given at the Canada/United States Dixon Entrance workshop. The CRWG has also been involved in providing technical assistance to the FOSC's on several different spills.

(3) SCIENCE AND TECHNOLOGY COMMITTEE
Following the November ARRT semi-annual meeting, the Science and Technology Committee was reconvened to address dispersant use preplanning in the coastal zone. The tri-chairs for the committee are the USCG, ADEC, and EPA. The committee will reconvene using the charter that was already approved by the ARRT in February of 1997. Under the existing charter for the committee the USCG and ADEC will lead this effort.

II. GENERAL PREPAREDNESS AND CONTINGENCY PLANNING.

A. TRAINING:

(1) In April, EPA's START contractor provided training to the Fairbanks Fire Department for hazard categorization (HAZCAT). This training is basically for first responders who are responding to unknown chemicals or materials.

(2) Two EPA courses (Emergency Response to Hazmat Incidents, EPA 165.15) were held in August at the National Guard Armory in Anchorage. Attendees included National Guard personnel and emergency responders from the communities of Anchorage, Fairbanks, Juneau, Kodiak, Petersburg, Sitka and Unalaska.

(3) During mid September the Alaska Railroad Corporation hosted two courses in "Rail Road Tank Car Specialist Emergency Response Training" presented by the Transportation Technology Center. This training was held in coordination with Alaska Statewide HAZMAT Teams in Fairbanks and Anchorage and also included local, state and federal attendees.

(4) The 17th Coast Guard District Response Advisory Team {CGD17 (drat)} conducted 38 HAZWOPER classes (i.e. combinations of Awareness and Operations-Oil Levels) throughout Alaska. Over 50 separate CG commands and other agencies participated in the training sessions.

B. EXERCISES/WORKSHOPS:

May 15, 2002 – Anchorage Alaska Mass Casualty Drill
EPA with its START contractor participated with ADEC, Anchorage Fire Department Hazmat Team and the Alaska National Guard Civil Support Team at the Ted Stevens International Airport mass casualty drill on May 15 The Scenario involved a Chemical Agent release in a commercial cargo aircraft.

May 18, 2002 – Healy Alaska HAZMAT Transportation Accident
EPA with its START Team participated with Alaska Regional HAZMAT Teams in Healy Alaska, a rural community located south of Fairbanks Alaska, in a simulated tank truck rollover accident involving hazardous material. The exercise involved mobilization of statewide response resources to a distant location.

May 20-23, 2002 BP Tanker Drill
BP conducted a tanker drill on May 20-23, in which many state and federal agencies participated. There were also five training workshops in the winter and spring leading up to the drill to address initial response and to develop the Incident Action Plans for days one to three of the scenario. The primary objectives of the drill were to test BP's logistics infrastructure, to test the Regional Stakeholder Committee (RSC) process, to test the Crisis Management Team (CMT) concept, and to test the USCG Regional Incident Command (RIC) organization.
BP successfully established a logistics base at Whittier to support the northeast PWS activity well within their time frame. They also set up a cold-water deluge system at Shotgun Cove. Response™ software was successfully used to support the entire effort by producing four incident action plans and monitoring all the resources. The RSC concept was designed to replace the Multi-Agency Coordination Committee (MAC), that exists in NIIMS, in order to address unique stakeholder relationships that occur during oil spills. Four communities (Whittier, Chenega, Kodiak & Seward) and the Prince William Sound RCAC participated, and initial comments were favorable. The RSC preliminary lessons learned were: (1) a need for better communications and information technology support to talk back to their communities, and (2) the need to consider scalability. The overall plan is

to refine and generalize the RSC process for statewide application, conduct a public review, and possibly incorporate it as part of the Change 3 to the Unified Plan

August 21, 2002 – Alyeska Pipeline sponsored North Slope Mutual Aid Drill (MAD) Sagavanirktok River. The drill involved mobilization of North Slope spill response teams, (personal and equipment) from BP, Conoco-Phillips and Alaska Clean Seas as well as Alyeska Pipeline Service Co. to a location on the Sag River 22 miles south of Deadhorse, AK. The EPA, ADEC and North Slope Borough Official formed a Unified Command / ICS with Alyeska Pipeline Service Co.'s incident management team and managed a multi agency / industry response to a simulated major oil spill into an arctic river.

September 22, 2002 Canadian / U.S. Dixon Entrance (CANUSDIX) exercise
The annual CANUSDIX equipment training and tabletop exercise was conducted September 23-27, 2002 in Ketchikan, Alaska. The exercise included an international joint wildlife workshop, deployment of offshore / near shore oil response equipment, a logistics centered tabletop exercise, a series of mini-seminars for information exchange, and a contingency planners workshop.

C. FEDERAL, STATE, AND LOCAL PLANNING AND COORDINATION EFFORTS:

(1) STATE/LOCAL/INDUSTRY LIAISON:

A statewide hazmat response team initiative has been ongoing since 1997. HazMat releases constitute 2 to 3 percent of the approximately 2,500 spills and releases annually. The major focus is on extremely hazardous substances (EHS) that are life threatening. ADEC has maintained a database since July 1995. There have been a total of 395 hazmat releases throughout the state during the past seven years. The chemicals being released are primarily ammonia, sulfuric dioxide, chlorine and sulfuric acid. Primary sources of releases are refining operations and log processing. Rolling stock does not constitute a lot of releases throughout the state. The causes of releases are primarily structural/mechanical, followed by human factors. Since July 1 of this year there have been eight significant releases. Statewide Hazmat Work Group meetings were held on July 18th and October 30th in Anchorage. The key items of discussion were the potential creation of Regional Level A Hazmat Teams in Juneau and Valdez. The City of Valdez has approved the formation of a Level A Hazmat Team for the community and outlying areas. A meeting to discuss the Juneau Hazmat initiative was held on November 14th in Anchorage, and an equipment demonstration and Hazmat meeting was held in Valdez on November 19th.

(2) FEDERAL/STATE UNIFIED PLAN AND SUBAREA PLANS:

(a) Alaska Unified Plan:

Change 3 to the Unified Plan will begin with the ADEC soliciting comments from the ARRT, the Federal Response Team (FRT), the RCACs, Federally Recognized Tribes, community groups and industry for the types of changes they would like to see. The last change to the Plan was in September 1999. Once comments have been collected and draft changes made, the Plan will be posted on the website for public review in spring or summer of 2003.

The AIMS (Alaska Incident Management System) Workshop was held April 4, 2002 in Anchorage, including a summary of comments received on the Updated Draft AIMS Guide. Currently the revised document is at the publishers.

(b) Subarea Contingency Plans (SCP):

Southeast Alaska is very active in developing Geographic Response Strategies (GRS). There is a contract under the Royal Caribbean settlement to have them done by summer 2003. The development of GRSs for Southeast Alaska has been ongoing for about six months. An interagency work group has been meeting for over two years to identify the 60 most sensitive areas in Southeast Alaska that need special consideration. GRSs are site-specific, map-based response strategies that save time in an incident. Sites that were identified have sensitive environments, are along major routes for cruise ships and other large vessels, and some level of protection is possible.
The Sensitive Areas Work Group has updated the sensitive areas section of the plan.

Prince William Sound has 29 GRSs in draft layout.

Cook Inlet has 45 GRSs completed for the Kachamak Bay, Central and Northern zones. 29 GRS are in draft from for the Seward zone. The Sensitive Areas Work Group has updated the sensitive areas section of the plan.

Kodiak added 21GRS as part of Change 1 to the plan.

The Aleutians, North Slope, Interior, Bristol Bay, Western Alaska, and Northwest Arctic plans are in a maintenance mode.

The Cook Inlet, Prince William Sound, and Southeast AK subarea plans will be going through updates this next fiscal year. Plans include publishing Change 1 for Cook Inlet and Southeast AK, and Change 2 for Prince William Sound. The major updates will be the inclusion of recently completed GRSs. EPA, USCG, and ADEC have made a concerted effort to coordinate and solicit inputs from the tribes in these subareas prior to the start of the revision process. Continued emphasis will be placed on government-to-government coordination during the public review process of these plans as well as for other subarea plans during future periodic updates and revisions.

(c) Miscellaneous Planning Issues:

Tribal Preparedness Grants

With the help of an EPA grant, the Yukon River Inter-Tribal Watershed Council created a community emergency response plan and did outreach and training for 17 tribes along the Yukon Watershed. The Council developed a template for an emergency response plan through this grant. They have received another grant this year and will continue outreach and training. They are also interested in sharing these plans with the sub-area plans. EPA hopes to be able to offer these grants in the spring of next year and, if so, would be doing a mail-out to all 229 Alaskan tribes.

State of Alaska Initiatives

Contingency Planning and Prevention. The Task Force on Motorized Oil Transport (TFMOT), comprised of 30 members representing the state, industries, and others including the U.S. Coast Guard, developed Alaska state non-tank vessel regulations. The TFMOT began meeting in July 2000 and Senate Bill 16 was passed in April 2001 incorporating these regulation changes. Last July the regulations were sent to the Department of Law and the Lieutenant Governor filed the regulation packet in the recent past, to become effective November 27 with plans due from operators on May 27, 2003. Marine vessels over 400 gross tons will have to submit contingency plans to the state for review. The state legislation also required the Alaska Railroad Corporation to have a full-blown oil spill contingency plan, the only state to do so. The prevention aspects also apply to the railroad, and it has been a challenge to sort through the Federal Railway Administration requirements for preemption issues. Prevention in the railroad industry is new to ADEC and very different from that for marine vessels or bulk fuel tanks. There are two primary options for vessel operators. The first is to have the equipment required and prepare an "equivalent" plan to those required of vessels currently regulated. The approval time frame for this type of plan will be 45 to 60 days. The second is a "streamlined" plan, which offers an expedited review, but the operator must contract for the required response capability. The regulations are prescriptive. The response capability required is based on the fuel capacity of the vessel. Capabilities include booms, skimmers, storage capacity, and personnel. There are three classifications of vessels: A) up to 15,000 bbls fuel capacity; B) 15,000 – 30,000 bbls fuel capacity; and C) more than 15,000 bbls fuel capacity. The response planning requirements are based on 15% of the fuel capacity with clean up occurring within five days.

The state legislature approved $250,000 for ADEC to pursue the best available prevention and response technologies. The department will begin a work group process to select for analysis the technologies that are of interest to the various stakeholders.

The Pacific Coast States BC Task Force has an initiative to improve contingency planning and to upgrade rules that have been in place for over ten years. The goal is to develop a prototype contingency plan that incorporates the best features of all the state plans.

The State Emergency Response Commission and the Local Emergency Planning Committee Association met on three occasions during 2002 (January 31, 2002 in Juneau; April 18th in Anchorage in conjunction with the annual DES Disaster Workshop; and September 20th in Fairbanks). The SERC membership agreed to convene three times per year (as opposed to the once per quarter schedule).

Port Security Planning

A risk assessment of all seven areas of Western Alaska was conducted in 2002.

(3) INTERNATIONAL JOINT PLANNING EFFORTS:

(a) Canada-US Dixon Entrance Exercise and Planning:

Planners from USCG District 13, USCG District 17, Canadian Coast Guard (CCG) Pacific Region, and CCG Northern Region met with the goal of establishing a standard format for the CANSDIX and CANUSNORTH Annexes to the Joint US / Canada Response Plan.

The group met its main objective and agreed on a standard format and wording. Final revisions to the plans are expected by the end of the year. Goal is to have a final ready for signature at the International Oil Spill Convention (IOSC) in Vancouver. A copy of the plan will be posted on the web when completed with access via a link from both Canadian Coast Guard and District 17 web sites.

A Russian Federation delegation also attended the event to observe the level of cooperation and planning that exists between the two Coast Guards, and the state, local, federal and provincial agencies.

(b) CANUSWEST Northern Annex:

Environment Canada/Yukon and EPA Alaska Operations Office have started work on the draft northern annex to the CANUSWEST plan. The original CANUSWEST plan did not include the Alaskan/Canadian inland borders.

III. PERSONNEL CHANGES.

New Rep	Organization	Dates (Reason)	Departed
Tammy Brown	DoD - Navy Region NW (Silverdale, WA)	Summer 2002 (Reorg)	Sven Eklof
Brad Hahn	Alaska Clean Seas (Deadhorse)	Summer of 2002 (Retirement)	Jim McHale
Leslie Pearson	ADEC	Summer of 2002 (new job w/ ACS)	Brad Hahn
Wayne Krueger	GSA (Northwest/Arctic Region - Auburn, WA)	April 2002	Ray Robins
Virgle Howell	DoL - OSHA (Region 10 - Alaska Area Office/Anchorage)	May 2002	Dick Stiefken
Ron Morris (CAPT)	CG MSO Anchorage	June 2002 (Retirement)	Bill Hutmacher (CAPT)
Mark Swanson (CDR)	CG MSO Valdez	June 2002 (Transfer)	Peyton Coleman (CDR)
Spencer Wood	USCG Alternate	June 2002	Jean Butler

(CDR)	(District 17 - Marine Safety Div/Juneau)	(Transfer)	(CAPT)
Michael Devany (LCDR)	DoC - NOAA - Pri (NOS - OR&R - HMRD/ Seattle, WA)	August 2002 (Transfer)	Jim Morris (CDR)
Kim Butler (CDR)	DoD - ALCOM (J5) - Alternate	October 2002 (Transfer)	Scott Pleus (MAJ)
Chris Van Alstine (MAJ)	DoD - 103rd Civil Support Team	October 2002 (Transfer)	Bradley Jorgensen (LTC)

IV. ISSUES OR OPERATIONAL REQUIREMENTS REQUIRING NRT ATTENTION.

None to Report.