

**PRINCE WILLIAM SOUND
SUBAREA CONTINGENCY PLAN**

BACKGROUND
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BACKGROUND: PART ONE - SUPPORT INFORMATION

A. SUBAREA PLAN

This Subarea Contingency Plan (SCP) supplements the *Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases* (the Unified Plan). The SCP in conjunction with the Unified Plan describes the strategy for a coordinated federal, state and local response to a discharge or substantial threat of discharge of oil or a release of a hazardous substance from a vessel, offshore facility, or onshore facility operating within the boundaries of the Subarea of Southeast Alaska. This plan shall be used as a framework for response mechanisms and as a pre-incident guide to identify weaknesses and to evaluate shortfalls in the response structure before an incident. The plan also offers parameters for vessel and facility response plans under OPA 90. Any review for consistency between government and industry plans should address the recognition of economically and environmentally sensitive areas and the related protection strategies, as well as a look at the response personnel and equipment (quantity and type) available within the area (including federal, state, and local government and industry) in comparison to probable need during a response.

B. SUBAREA DESCRIPTION

For its planning process, the federal government has designated the entire state of Alaska as a planning "region" and the Prince William Sound portion of the state as a planning "area." The State of Alaska has divided the state into ten planning "regions" of which one is the Prince William Sound Region. As part of the unified planning process, this SCP addresses the Prince William Sound area or region, and to avoid any confusion in terms, the PWS region is referred to as the PWS Subarea.

The Prince William Sound Subarea is the area of the state south of 63° 30' North latitude, west of 142° West longitude, and east of the Cook Inlet Subarea (which is that area encompassed by the boundaries of the Kenai Peninsula Borough, the Municipality of Anchorage, and the Matanuska-Susitna Borough) including adjacent shorelines and state waters, and having as its seaward boundary a line drawn in such a manner that each point on it is 200 nautical miles from which the territorial sea is measured. (18 AAC 75.495)

Prince William Sound is an extensive body of water with an area of about 2,500 square miles and 3,500 miles of shoreline. The entrance to the Sound is 58 miles across and extends from Cape Puget to Point Whittshed. The entrance is also protected by a series of islands: Montague (which experienced as much as 35 feet of uplift during the 1964 earthquake), Hinchinbrook, and Hawkins Islands. Most of the islands and peninsulas are tree-covered with rocky and sometimes precipitous shorelines. Located next to the entrance on the eastern part of the Sound is the Copper River Delta which has extensive tidal flats that support a variety of wildlife.

The Prince William Sound region is characterized by isolated coastal and inland communities. Valdez, Whittier and Cordova are the major communities along the coastline. The Glenn, Richardson, and Edgerton Highways transect the region. Several inland communities plus Valdez are connected to this interior highway network which provides transportation routes to the larger communities of Fairbanks and Anchorage.

The town of Valdez is located at the northeastern end of Port Valdez, a body of water approximately 12 miles long and 2.5 miles wide, located in northeast Prince William Sound. The port is a natural deep water fjord, virtually surrounded by mountains, and the most northerly ice-free port in Alaska. From Port Valdez the water

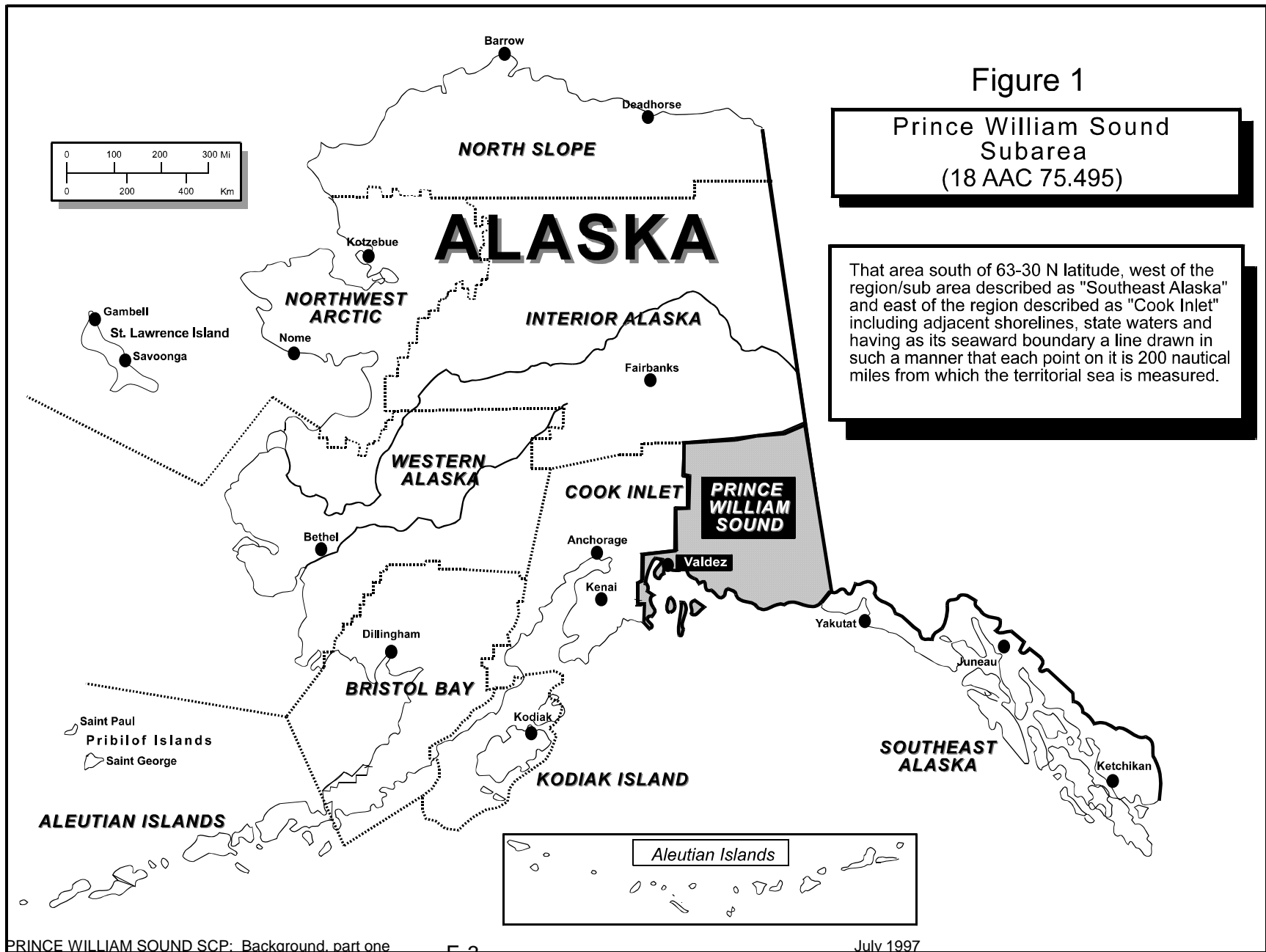
route proceeds southwest through Valdez Narrows to Valdez Arm and into Prince William Sound. The shoreline is dominated by steeply inclined rock walls with occasional sloping, rocky beaches and gravel deltas.

Extensive sand-silt-rock tidal flats are found east of Valdez at the mouths of the Lowe River and Mineral Creek. The Port itself has a maximum depth of 810 feet, a shallow sill of 390 feet, and an average depth of 675 feet. Tidal currents within the port are not strong, generally less than .75 knots. Wind-driven currents dominate surface movement during high wind periods but waves rarely exceed 3 feet.

The city of Cordova sits on the east side of Orca Inlet which is located in southeast Prince William Sound. The two most prominent features are Mount Eyak and Mount Eccles which are directly above the town. Due to the 1964 earthquake, as much as 6.3 feet of uplift was experienced in Orca Inlet. The average flood tide is approximately 1.8 knots and the average ebbtide is approximately 1.0 knot.

The town of Whittier is located at the end of Passage Canal, a fjord on the northwestern side of Prince William Sound, and has rail connection to Anchorage and the highway system. This port serves as one of the major ocean vessel-railroad transfer points for the State of Alaska.

Industrial facilities within the subarea include the Trans Alaska Pipeline system (TAPS) and Valdez Marine Terminal located in Valdez, and a number of seafood processing facilities, the majority in Cordova.



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C.

AREA OF RESPONSIBILITY

The Prince William Sound Subarea is that area described above in part B. The Prince William Sound Captain of the Port (COTP) Zone for the U.S. Coast Guard is included in this subarea. The PWS COTP Zone comprises the area within the boundary which starts at Cape Puget at 148° 26' W. longitude, 59° 56.06' N. latitude, and proceeds northerly to 61° 30' N. latitude; thence easterly to the International Boundary between the United States and Canada; thence southerly along the International Boundary to 60° 18.7' N. latitude; thence southwesterly to the sea at 60° 01.3' N. latitude 142° W. longitude; thence southerly along 142° W. longitude to the outermost boundary of the EEZ; thence along the outermost boundary of the EEZ to 148° 26' W. longitude to the place of origin at Cape Puget at 59° 56.06' N. latitude.

The Prince William Sound Subarea is divided into Coastal and Inland Zones to determine federal agency responsibility. In accordance with current Memoranda of Understanding, the Coast Guard is the predesignated FOSC for the Coastal Zone which encompasses all navigable waters seaward of the mean high tide line and an area of shoreline 1,000 yards inland of the coastline. The Environmental Protection Agency is the predesignated FOSC for the Inland Zone which encompasses all lands, rivers, streams, and drainages inward of the 1000-yard wide band which parallels the Alaskan coastline.

The State of Alaska places jurisdiction of spill response for the Prince William Sound Subarea under the Central Alaska Response Team (CART) of the Department of Environmental Conservation. The SOSC for the CART is the predesignated SOSC for the entire Prince William Sound Subarea.

D. MULTIAGENCY COORDINATION COMMITTEE

A regional Multiagency Coordination Committee (MAC) will normally be activated for significant incidents which involve resources under the jurisdiction of several agencies. Unlike the MAC defined in the ICS of the National Interagency Incident Management System, regional MACs for spill response do not play a direct role in setting incident priorities or allocating resources. The MAC can advise the Unified Command (through the Community Liaison Officer) and provide comments and recommendations on incident priorities, objectives and action plans.

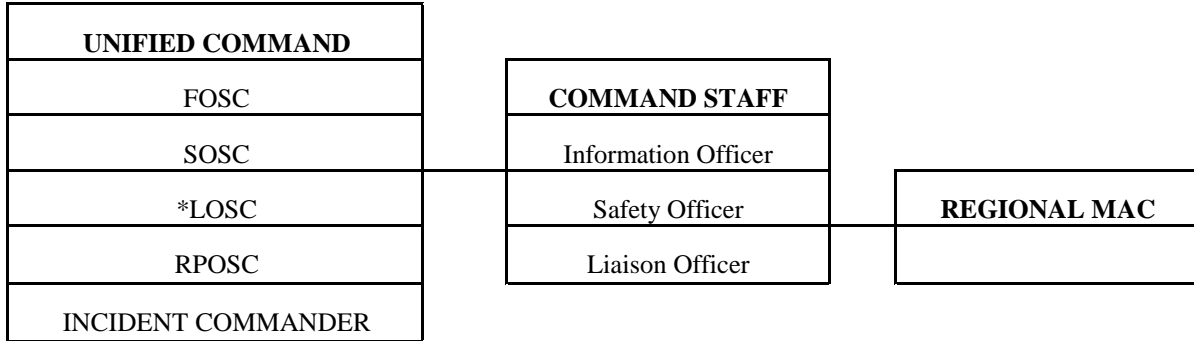
Figure 2 provides the general ICS position of the regional MAC in relation to the Unified Command organizational structure. Additionally, the suggested/potential membership of the MAC is provided in Figure 2. Membership on the MAC is dependent upon the location of the incident and the interests or jurisdiction of the affected communities, landowners, and special interest groups. During incidents where there is no FOSC, federal agencies with jurisdictional responsibilities for resources at risk could participate as a member of the MAC, thus retaining their input on containment, oversight, and cleanup.

As indicated above, the MACs are not directly involved in tactical operations, though some of its members may be. The MACs' role is to convey to the Unified Command information relating to the authority, concerns and expertise of its members. It recommends to the Unified Command overall objectives and priorities and reviews the Incident Action Plans.

MAC activities will be coordinated by the Community Liaison Officer. MAC discussions will be documented and recommendations and dissenting opinions will be communicated to the Unified Command through the Liaison Officer. The MAC will be chaired initially by the Community Liaison Officer. After convening, the MAC will then elect its own chair.

Figure 2

**Prince William Sound
Regional Multiagency Coordination Committee**



Suggested MAC Membership:

- PWS Regional Citizens Advisory Council
- Representatives or Community Emergency Coordinators from affected communities. These may include:

● Chenega Bay	● Chistochina
● Chitina	● Copper Center
● Cordova	● Gakona
● Glennallen	● Gulkana
● Kenny Lake	● McCarthy
● Mentasta Lake	● Northway
● Northway Junction	● Northway Village
● Paxson	● Slana
● Tanacross	● Tatitlek
● Tazlina	● Tetlin
● Tok	● Tonsina
● Valdez	● Whittier
- Federal/state/local or private landowners and leaseholders (e.g., National Parks Service, Alaska Dept of Natural Resources)
- Special interest groups affected by the incident
- Native corporations, organizations and communities

* The Local On-Scene Coordinator is part of the Unified Command and the Incident Commander during an incident as long as there is an immediate threat to life, health and safety. The LOSC may also be part of the Unified Command during incidents which occur within the local jurisdictional authority and where significant local resources are committed to the response.

E. REGIONAL CITIZENS ADVISORY COUNCIL

The Prince William Sound Regional Citizens' Advisory Council (RCAC) is a local citizens group with an Oil Pollution Act of 1990-mandated role in PWS spill response activities. In this role, the RCAC monitors on-water activities during a spill and is an invaluable information and expertise resource for emergency responders. The RCAC has four primary tasks to perform during a spill: observe, verify, inform, and advise.

By observing and verifying emergency spill response and cleanup efforts, the RCAC is able to properly inform local residents, communities and concerned groups. The RCAC also provides information on local knowledge and concerns to incident commanders that can prove valuable to operational decisions. The RCAC is a resource for the Unified Command and participates in the regional MAC when it is established and functioning for a spill response.

Specific responsibilities of the RCAC include:

- Providing a voice for local communities and citizens in the policies and decisions that affect them.
- Advising the oil industry and the public on oil spill prevention and response, and ways to mitigate the environmental impact of terminal, offshore oil facilities, and tanker operations.
- Monitoring terminal, tanker, and offshore oil facilities operations and implementation of spill prevention and response plans.
- Increasing public awareness of private oil industry's current capabilities in spill prevention and response, and the environmental impacts of oil transportation.
- Fostering long term partnership between industry, government and local communities.
- Conducting independent research.
- Participating in, monitoring, and critiquing actual spill responses, spill drills, deployment exercises, and spill simulations conducted by industry. The RCACs also assist industry and regulatory agencies in drill planning and post-drill evaluations.
- Preparing and maintaining an RCAC Emergency Response Plan outlining the Council's role and operating procedures in the event of a major spill.

F. SUBAREA COMMITTEE

The primary role of the Subarea Committee (SAC) is to act as a preparedness and planning body for the subarea under the leadership of representatives of the state and federal plan-holders. The SAC is made up of the federal and state on-scene coordinators or their representatives. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out the roles and responsibilities described in this plan and the Unified Plan. The SAC should seek the advice of the Alaska Regional Response Team (ARRT) when appropriate.

The SAC is encouraged to solicit advice, guidance or expertise from all appropriate sources and establish work groups as necessary to accomplish the preparedness and planning tasks. Work group participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilot associations, academia, environmental groups, consultants, response organizations and representatives from regional citizens advisory councils.

Subarea Committee Members

The Prince William Sound Subarea Committee is comprised of the following:

U.S. Coast Guard, COTP Prince William Sound
U.S. Environmental Protection Agency
Alaska Department of Environmental Conservation
and local government where applicable

Subarea Work Groups

The Prince William Sound Subarea Committee relies on the input from the three work groups listed below. The Subarea Committee welcomes interested participants to serve on work groups in accordance with each individual's area of expertise and the particular needs of the work groups.

The Sensitive Areas Work Group is chaired by a representative from the Department of Interior

The Logistics Work Group is chaired by a representative from the ADEC.

The Operations Work Group is chaired by a representative from the U.S. Coast Guard.

Membership on the work groups can vary and fluctuate but the list below provides some of the regular participants:

PWS Regional Citizens Advisory Council
City of Cordova
City of Valdez
Village of Tatitlek
Village of Chenega
representatives from LEPCs and other local governments
Alyeska Pipeline Service Company
Alyeska Ship Escort Response Vessel System (SERVS)
British Petroleum Oil Shipping Company
ARCO
representatives from other industry and commercial concerns
Alaska Department of Environmental Conservation
Alaska Department of Fish and Game
Alaska Department of Natural Resources
U.S. Coast Guard, COTP, MSO Valdez
USCG 17th District
U.S. Department of Interior, Office of Environmental Policy and Compliance
U.S. Forest Service
National Oceanic and Atmospheric Administration
National Marine Fisheries Service

BACKGROUND: PART TWO - RESPONSE POLICY AND STRATEGIES

The strategy for responding to a specific spill depends upon numerous factors. No two spills are ever the same, thus, no two spill response strategies will be exactly the same. Therefore, the strategies listed below should be used as a guide in developing an effective response. Consideration of all factors that drive a particular situation will force revisions, modifications, or expansions of these priorities. The strategies are delineated further in the checklists contained in this subarea contingency plan in the Response section.

Response Priorities: The following priorities are general guidelines for response to a pollution incident within the Prince William Sound area. They are based on the premise that the **SAFETY OF LIFE IS OF PARAMOUNT IMPORTANCE IN ANY POLLUTION INCIDENT**, with property and the environment, although of significant importance, being secondary. Nothing in this section, however, is meant to indicate that higher priority items must be completed before performing a lower priority task. They may be carried out simultaneously or in the most logical sequence considering each individual pollution incident.

Priority One: Safety of Life. The safety of personnel must be the first priority for all incidents which may occur within the Prince William Sound Subarea. No personnel are to be sent into an affected area without first determining the hazards involved and the precautions to be taken.

Priority Two: Stopping or reducing the discharge. Elimination of the pollution source must be attempted quickly to prevent contamination of wildlife habitats, shorelines, and environmentally sensitive areas.

Priority Three: Safety of the vessel/facility and intact cargo.

Priority Four: Containment, exclusion or dispersion and recovery of the spilled product. In the event that the location of a spill or weather conditions do not permit open water containment/recovery, protection of the shoreline areas of greatest environmental sensitivity becomes paramount. It is recognized that it may be necessary to make tradeoffs in order to achieve optimum overall protection of the environment. The use of dispersants, other chemical countermeasures, or *in situ* burning must be considered in accordance with the established guidelines found in the **Unified Plan, Annex F**.

Priority Five: Removal and disposal. It may not be possible to protect the entire shoreline from oil and, in fact, oil may be purposely allowed to come ashore in some areas as an alternative to damaging other areas. Beach/shoreline cleanup will normally be undertaken only after higher priority items have been considered and/or acted upon. Shoreline cleanup will be conducted when such removal can be accomplished with lesser environmental damage than actually allowing the oil to naturally weather and biodegrade. The pros and cons of removal methods such as bulk removal of oil and contaminated debris which may cause excessive erosion, and the possible damaging effects to other biological species by the chemical or mechanical washing of rocks to remove oil, must be carefully weighed.

Traffic Patterns: The majority of petroleum products transit the Sound via the Prince William Sound Vessel Traffic Separation Scheme (VTS) which leads through Hinchinbrook Entrance to Port Valdez. Coastal and seagoing tankers may transit through Montague Strait when coming from Cook Inlet ports or Kodiak Island. Routes to Whittier and Cordova also use these entrances to the Sound.

Occurrence Probability: Most pollution incidents in Prince William Sound can be expected to be minor in

nature involving spills of diesel oil, lube oil, crude oil and waste bilge oil. The probability of a hazardous substance discharge is low. The occurrence of a medium or major oil spill will most likely occur from a tank vessel laden with crude oil along the VTS route. An incident involving a tank vessel has the most potential to be catastrophic.

Determining response strategies in Prince William Sound is difficult due to the presence of seasonal icebergs, extremely deep water, remote geography, high winds, heavy seas, and environmentally sensitive flora and fauna. Limited accessibility to the remote areas of Prince William Sound may place an unwarranted time-delay on response equipment requiring the consideration of dispersants and/or *in situ* burning.

For additional information concerning response strategies of the terminal or oil tanker personnel, refer to the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan, Notebook A, Part One, Chapter 5.

BACKGROUND: PART THREE - AREA SPILL HISTORY

The following spill history was obtained from the Alaska Department of Environmental Conservation and U.S. Coast Guard records. This partial listing includes only the more significant spills or hazardous material releases. This abbreviated spill history is provided to give an overall view of the vast array of facility and transportation-related accidents that can occur. Prince William Sound supports a wide variety of marine vessel traffic including everything from the smallest pleasure craft to the crude oil supertankers calling on the Alyeska Marine Terminal in Port Valdez.

The cities of Valdez, Cordova, Glennallen, Mentasta and many other small villages are not immune to oil discharges or hazardous material releases. The number of fuel transfers that take place in these towns is staggering, thus the opportunity for a spill is greatly increased.

The most notable spill in Prince William Sound was the Exxon Valdez incident. This led to the passing of the Oil Pollution Act of 1990 which greatly improved oil spill response capabilities in the United States.

A. NAVIGABLE WATERS

DATE INCIDENT

01/03/89	T/V Thompson Pass, Berth 4, Valdez 60,000 to 75,000 gallons - North Slope Crude
01/16/89	T/V Cove Leader, Berth 3, Valdez 2500 to 3000 gallons - North Slope Crude
03/24/89	T/V Exxon Valdez, Bligh Reef 10,800,000 gallons - North Slope Crude
05/09/89	M/V Hammer, West Galena Bay 200 gallons - Oil
09/14/89	F/V Dolphin, Thumb Bay 200 gallons - Diesel
09/19/89	M/V Sound Adventure, Sleepy Bay 200 gallons- Jet A
11/09/89	Tug William Vaughan, Fleming Spit 213 gallons - Diesel
03/04/90	PWS Aquaculture, Cannery Creek Hatchery 2,200 gallons - Diesel
08/09/90	Tug Guardian, Jack Bay

228 gallons - Diesel

12/24/90 M/V Yankee Clipper, Patton Bay
200-300 gallons - Diesel

06/01/91 F/V Kristine, Montague Island
1,800 gallons - Diesel

02/29/92 F/V Granny Rosa, Galena Bay
1,500 gallons - Diesel

09/09/92 F/V Debra D, Valdez Small Boat Harbor
250 gallons - Diesel

01/04/93 M/V Polar Bear, Valdez Small Boat Harbor
200 gallons - Diesel

02/05/93	F/V Covenant, Valdez Small Boat Harbor 200 gallons - Diesel, Lube Oil, Hydraulic Fluid
02/94	Tesoro Fuel Dock 1000 gallons - Diesel
05/21/94	T/V Eastern Lion 8400 gallons - North Slope Crude
08/95	M/V Crane (Cordova) 2100 gallons - Diesel/Oil
03/96	F/V SS Viking (Montague Island) 2000 gallons - Diesel
08/2/96	F/V Martie (Evans Island) 250 gallons -Diesel
11/15/96	F/V Aunt Bridgate (Bear Cape) 500 gallons - Diesel
01/10/97	Valdez Marine Terminal, Ballast Water Treatment Plant (Valdez) 300 gallons - ballast water residue (oil, other)
7/21/97	Vessel Incident between Kodiak and Cordova 2604 gallons of diesel (hull failure)
2/9/99	Vessel Incident (Near Naked Island) 1000 gallons of diesel (punctured fuel tank)

B. INLAND SPILL HISTORY

DATE INCIDENT

06/13/88	Progressive Transport Inc., Mile 110 Richardson Highway 200 gallons - Gasoline
09/26/88	Service Oil Co., Mile 30 Richardson Highway 1,000 gallons - Diesel
02/15/89	ADOT/PF, Thompson Pass 7,000 gallons - Diesel
05/16/89	Columbus Distributor, Mile 166 Glenn Highway 1,400 gallons - Gasoline
06/05/89	Stratton Oil Co., Mile 116 Glenn Highway 10,000 gallons - Gasoline
12/15/89	U.S. Army, Mile 139 Richardson Highway 5,000 gallons - Diesel
04/09/90	USCG Support Group, Cordova 300 gallons - Fuel Oil
04/25/90	ADOT/PF, Cordova 15,000 gallons - fuel Oil
04/30/90	ADOT/PF, Thompson Pass 1,200 gallons - Diesel
05/17/90	City of Mentasta 300 gallons - Diesel
07/16/90	USCG, Cordova Airstation 800 gallons - Diesel
03/11/91	D&M Rentals, 139 Alanta, Valdez 400 gallons - Sewage
04/26/91	USCG, Potato Point, Port Valdez 3,500 gallons - Diesel
11/05/91	NBA, 148 Chena, Valdez 500 gallons - Heating Oil

04/26/92	USCG, Potato Point, Port Valdez 5,000 gallons – Diesel
02/02/93	Cordova Airport 300 gallons - Aviation Fuel
11/07/95	TransAlaska Pipeline System (Pump Station 10) 5,800 pounds - Halon
11/08/95	TransAlaska Pipeline System (Pump Station 10) 5,800 pounds - Halon
04/20/96	TransAlaska Pipeline System (Check Valve 92) 34,073 gallons - North Slope Crude Oil
07/02/96	Tetlin Village Tank Farm 500 gallons - Diesel
08/26/96	TransAlaska Pipeline System (Pump Station 10) 2,300 pounds - Halon
10/09/96	Gakona Junction Village Roadhouse 7,000 gallons - Diesel
11/19/96	City Well House (Valdez) 700 gallons - Diesel
01/26/97	Petro Star Refinery (Valdez) 4,200 gallons - Crude Oil
03/26/97	TransAlaska Pipeline (Pump Station 10) 800 gallons - Turbine Fuel
02/17/99	Valdez Petroleum Terminal Tank #18 8,400 gallons – Diesel

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BACKGROUND: PART FOUR - ABBREVIATIONS and ACRONYMS

ACP	Area Contingency Plan
ACS	Alaska Clean Seas (North Slope industry cooperative)
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game, also as ADFG
ADNR	Alaska Department of Natural Resources
ADOT&PF	Alaska Department of Transportation and Public Facilities, also as ADOTPF
AFB	Air Force Base
ANSC	Alaska North Slope Crude oil
ARRT	Alaska Regional Response Team
BBLs	Barrels
BLM	Bureau of Land Management
BOA	Basic Ordering Agreement
CART	Central Alask Response Team (ADEC)
CCGD 17	Commander, Coast Guard District 17
CISPRI	Cook Inlet Spill Prevention and Response Inc. (industry cooperative)
COTP	Captain of the Port (USCG)
CTAG	Cultural Technical Advisory Group
DOD	Department of Defense
DOI	Department of the Interior
DRAT	District Response Advisory Team
DRG	District Response Group
EOC	Emergency Operations Center
EPA	Environmental Protection Agency, also as USEPA
ESI	(Alaskan) Environmental Sensitivity Index
F/V	Fishing Vessel
FAA	Federal Aviation Administration
FOSC	Federal On-Scene Coordinator
GIS	Geographic Information System
GSA	General Services Administration
HAZMAT	Hazardous Materials, also as hazmat
HAZWOPER	Hazardous Waste Operations and Emergency Response
ICS	Incident Command System
IDLH	Immediate Danger to Life and Health
INMARSAT	International Maritime Satellite Organization
JPO	Joint Pipeline Office (gov't agencies involved with managing/regulating TAPS)
LEPC	Local Emergency Planning Committee
LEPD	Local Emergency Planning District
LNG	Liquefied Natural Gas
MAC	Multiagency Committee
M/V	Motor Vessel
MLT	Municipal Lands Trustee Program
MOA	Memoranda of Agreement
MOU	Memoranda of Understanding
MSO	Marine Safety Office (USCG)
MSRC	Marine Spill Response Corp. (national industry cooperative)
NART	Northern Alaska Response Team (ADEC)

NIST	National Institute of Standards and Technology
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOTAMS	Notice to All Mariners; also, Notice to Airmen
NPDES	National Pollution Discharge Elimination System
NPFC	National Pollution Fund Center
NRC	National Response Center
NRT	National Response Team
NRDA	(Federal/State) Natural Resource Damage Assessment
NSF	National Strike Force
NSFCC	National Strike Force Coordinating Center
NWR	NOAA Weather Radio
OHMSETT	Oil and Hazardous Material Simulated Environment Test Tank
OPA 90	Oil Pollution Act of 1990
OPCEN	Operations Center
OSC	On-Scene Coordinator
OSRO	Oil Spill Response Office
PIAT	Public Information Assist Team
PIO	Public Information Officer
POLREP	Pollution Report (USCG)
PWS	Prince William Sound
RCAC	Regional Citizens Advisory Council
RCRA	Resource Conservation and Recovery Act of 1978
RP	Responsible Party
RRT	Regional Response Team
SART	Southeast Alaska Response Team (ADEC)
SCBA	Self-Contained Breathing Apparatus
SCP	Subarea Contingency Plan
SERVS	Ship Escort Response Vessel Service (for Alyeska terminal in Valdez)
SHPO	State Historic Preservation Officer (ADNR)
SITREP	Situation Report (ADEC)
SONS	Spill of National Significance
SOSC	State-On Scene Coordinator
SSC	Scientific Support Coordinator (NOAA)
SUPSALV	U.S. Navy Superintendent of Salvage, also as NAVSUPSALV
TAPS	Trans Alaska Pipeline System
T/V	Tank Vessel
USCG	United States Coast Guard
VIRS	Visual Information Response System
VTs	Vessel Traffic Separation System/Scheme