

RESOURCES: PART FOUR - LOGISTICS

Listings of some logistical support facilities and services in communities within the region are included at the end of this part. Generally, support facilities and services will be limited in nearly all locations. The deployment of these limited resources will be further dependent upon the season; for instance, response entities will have to face the flood of tourists that arrive in early May and remain through August. Additionally, some services and facilities do not operate during the winter months. The Alaska Wilderness Milepost contains valuable information and can be consulted for more in-depth information.

Communities in the northern portion of the Prince William Sound Subarea are, for the most part, connected by the region's road network (e.g. Valdez, Glennallen, Copper Center, Gakona, etc.). However, this network does not provide access to the coastal areas of Prince William Sound (PWS) except at Valdez and Whittier (railroad access is also available at Whittier). Communities on the road system may realize a more rapid transport and staging of equipment and personnel resources to their areas than can be expected by coastal communities. For coastal spills, resources existing within the region will be moved to the staging location by road/air/railroad and then transferred to vessels for deployment to the specific spill location. Resources secured from locations outside the Prince William Sound Subarea can be expected to arrive initially by air, sea, road, or rail and then transferred to the staging locations by the most appropriate means available.

A. EQUIPMENT CONSIDERATIONS

1. Staging Areas

Any significant response effort will require large areas for equipment delivery, inventory, repair, and temporary storage. Small port facilities exist in Valdez and Cordova. Larger port facilities are available at Whittier and outside of the PWS Subarea in Anchorage and Seward. Anchorage has substantial warehousing and support facilities.

2. Air Service and Landing Sites

The PWS subarea has a number of small airstrips in addition to the two large ones at the airports in Cordova and Valdez. Part Three, subpart A, of this section contains information on airstrips within the region. Specific information regarding airport facilities and services is contained in the Alaska Supplement, Flight Information Publication (FLIP). Consult the current FLIP document to ascertain the availability of services and suitability of the runway to the type of aircraft. The **Unified Plan, Annex E** provides a listing of C-130 capable airfields throughout the State of Alaska.

3. Fueling Sites

Fuel (automotive, marine, and aircraft) is available in all major communities within the region. Fueling facilities for vessels within the region can typically be found at any small boat harbor or marina. During a response to a spill not in the immediate vicinity of a fueling facility or in a remote location, some type of fuel depot or fuel dispensing barge will be necessary. The distance traveled and the available cargo load for aircraft may require the establishment of fuel caches. Determine the availability and need of suitable

cache locations as required to meet the specific requirements of the response. Charter air services operating within the region can provide valuable information relative to this requirement.

4. **Maintenance Facilities**

Extensive maintenance and repair facilities do not exist in most regions of Alaska. For more on marine services at a specific location, contact the local harbormaster's office. Extended operations outside of the immediate vicinity of maintenance facilities will require that self-contained facilities be brought on-scene.

5. **Portable Restrooms**

Restroom facilities for remote or extended beach operations must be provided since most locations within the region are undeveloped. Portable toilets may be located on barges for use by boat crews working on the response. Portable restrooms should be readily available from the Copper Basin Sanitation Service Company (Glennallen, 822-3600) and, of course, in Anchorage. The units can be emptied into a pump truck mounted on a barge, pumped into a sewage barge, or airlifted by helicopter to a receiving site. Coast Guard-approved marine sanitation devices aboard vessels or designated sewage barges are other options that may be used in remote sites. Land-based outhouses will require permits from the state and the land managing agency or private owner.

6. **Boat Ramps**

For the location and capabilities of boat ramps in each of the communities, contact the local harbormaster. Harbormaster contact information is listed in Part Three, subpart P: Port Authorities, Harbormasters, and Marine Pilots, of this section.

B. PERSONNEL

1. Lodging

Commercial lodging facilities are located in the major communities within the PWS Subarea - Cordova, Glennallen, Valdez, and Whittier. Alyeska maintains two man-camps in Valdez. During the summer tourist season, most lodging facilities, including recreational vehicle (RV) hookups, are *booked at capacity and availability will be limited*. Aside from these major towns in the region, most communities have very limited lodging facilities or no facilities at all. Some possible alternatives to traditional lodging may be the use of RVs, mobile homes, portable work camps/shelters, school gyms, Alaska National Guard Armories, etc. On-water berthing facilities for response personnel may be required. Chartered passenger vessels, constructed "hotel" barges, or U.S. Navy vessels could possibly fill the void in available berthing. All "berthing" type vessels must meet current Coast Guard licensing requirements.

2. Transportation

The road and airport network in the Prince William Sound Subarea provides the capability to transport significant quantities of equipment and personnel to and from most towns in the region. After transport to these locations, equipment may need to be transferred to vessels for on-scene deployment. Aircraft, both fixed-wing and helicopter, will shuttle personnel between the response site and the staging area if vessel transport is untimely or impossible. Part Two of this section lists some vessels working within the subarea. A large number of fishing vessels operate in and around Prince William Sound as well as the nearby regions of Cook Inlet and Kodiak. Vessel availability will depend on the season and the oil spill's location. Alyeska/SERVS maintains a listing of vessels-of-opportunity and trained personnel (typically fishing vessels and crew) that might be available through the proper contractual agreements.

3. Food

A major response in Prince William Sound will require significant quantities of food and the associated equipment necessary for properly handling, storing, preparing and disposal. These tasks would require contract support from the local area as long as the requirements did not exceed local capability. Anchorage has numerous construction support organizations that could provide portable field kitchens and catering support complete with portable shelters. This support can be provided in air transportable "packages".

4. Clothing

Alaska's environmental conditions dictate that response personnel be equipped to operate in the harsh arctic/subarctic environment. Personnel must arrive on-scene with adequate clothing to begin working immediately.

5. Training and Safety Equipment

Personnel Protective Equipment (PPE) requirements will be determined by the Site Safety Officer. Response personnel should report with the proper initial issue of Level D PPE. Additional equipment for replacement issue must be provided by the responsible party or the contracted response organization. See the **Unified Plan, Annex H** for guidance on determining training and safety equipment requirements.

C. COMMUNICATIONS

Adequate communications equipment along with a well-thought out communications plan are imperative to a coordinated response. For responses involving numerous vessels or operations distant from the command center, the communications center will have to be placed as close to the response location as feasible. The comm center will require telephones, facsimile machines, single side-band, and VHF-FM base station with additional portable radios. The distances involved may necessitate the installation of additional VHF repeater stations to allow communications at greater distances.

Contingency planners must seriously address their communications requirements in the event of a spill. Failure to properly command and control response resources will prove devastating to the response. The **Unified Plan, Annex E** contains general information on state and federal communication assets.

1. Radios

Marine communications at the command center and aboard vessels will generally require 25 watt VHF marine radios with high gain antennas. Vessels usually monitor channel 16 and switch to other working frequencies. When aircraft are used in conjunction with on-water activities such as directing vessel movements, VHF marine frequency radios will be required for use by the aircraft. Due to aircraft noise, these radios should be equipped with headsets and boom mikes. Communications with aircraft from the command center will require standard VHF frequency capability.

In large spills where the responsible party is unknown or is not responsive, the contracted response organization will be required to provide the necessary communications "package".

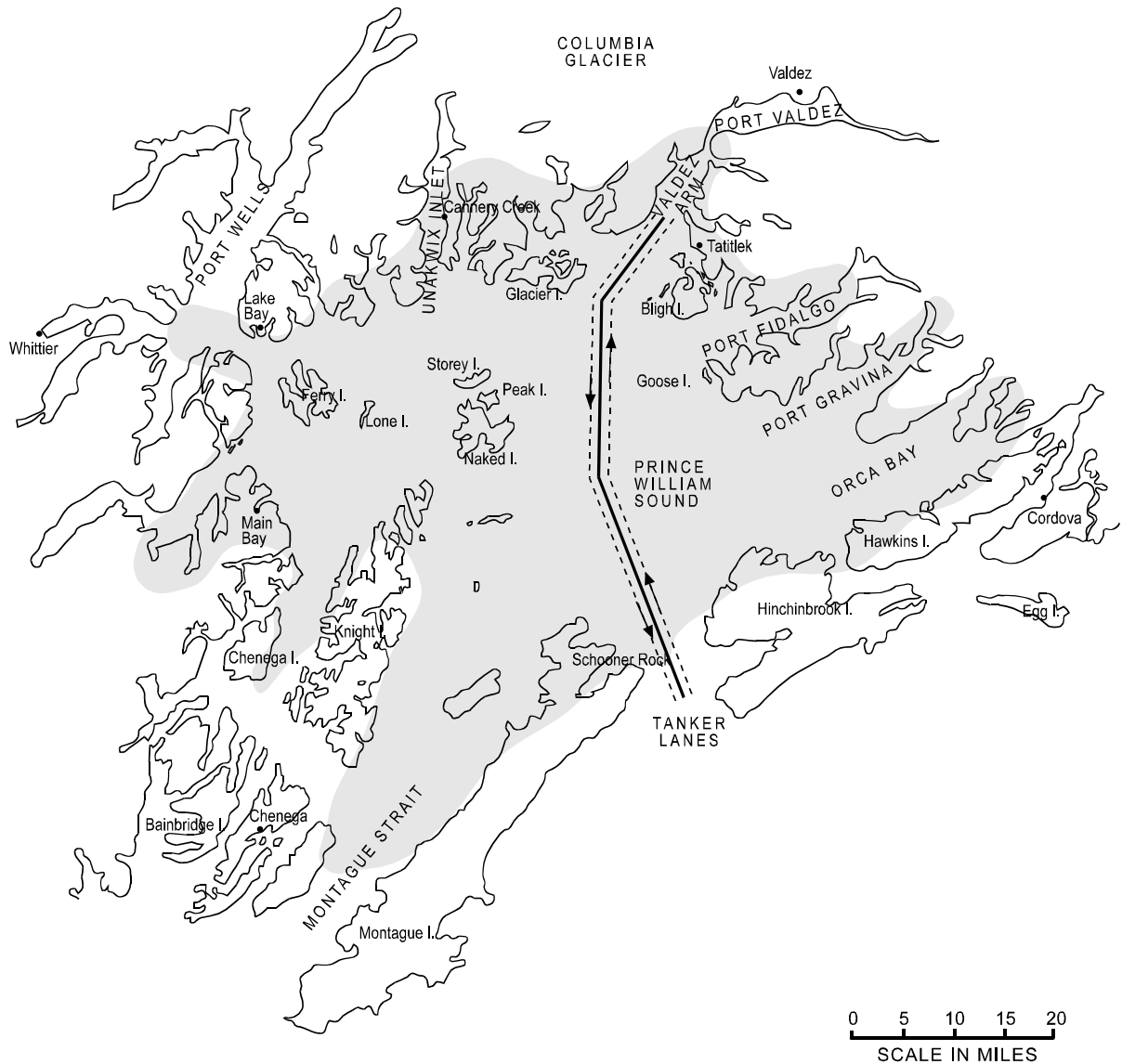
The ADEC maintains a variety of communications equipment that will be employed during a spill incident. A system of six fixed repeaters in Prince William Sound allows for a wide range of VHF radio coverage. Table X provides a list of the repeaters and their locations and operating frequencies.

Table 1: ADEC Fixed Repeaters - Prince William Sound Subarea					
Location	Latitude	Longitude	Transmit	PL Code	Receive
Naked Island	60E38' 48"N	146E35'48"E	159.450	141.3	151.310
Jack Mountain/Gore Peak	61E03'18"N	146E35'48"E	154.755	114.8	159.255
Heney Ridge	60E31'30"N	145E41'36"E	154.830	127.3	159.315
LaTouche Island	60E00' 09"N	147E54'05"E	154.815	114.8	159.285
Ellamar Mountain	60E55'07"N	146E40'05"E	159.390	114.8	151.370
Rugged Island	61E03'18"N	146E35'48"E	154.830	127.3	159.315

A schematic drawing of the repeater footprints is provided in Figure X. These repeaters are now linked with the Anchorage ADEC offices allowing for direct communications between locations in Anchorage and Prince William Sound. The ADEC also maintains portable repeaters, a large number of handheld portable radios, portable VHF base stations, and other communications equipment. The State of Alaska DMVA's Division of Homeland Security and Emergency Management has a mobile emergency communications system that could be established during an emergency declared by the governor. In the initial stages of a response, this system might be available to the Unified Command but only until a separate communications system could be established. The State's system is intended for use by State agencies in emergency situations and not as a joint-use system for other response agencies/organizations.

VHF REPEATER FOOTPRINTS NAKED ISLAND

60-38-48
146-35-48
1215 Feet AMSL



VHF REPEATER FOOTPRINTS JACK MOUNTAIN

61-03-18
146-35-48
2700 Feet AMSL

