

VIP Observer/ Observer Manual

Prince William Sound Area Exercise 2004



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VIP Observer Schedule

Facilitators: Ken Donajkowski, COP; Geoff Merrell, APSC

Drill Coordinator: Jeanie Shifflett, COP (SLR)

0730	Bus pick up at Valdez hotels.
0745	Observer/VIP Observer briefing at Aspen Hotel conference room (facilitated by Ken Donajkowski and Lee Foresman).
0815	Bus transportation to USCGC Sycamore (at City Dock).
0825	Safety briefing at USCG vessel.
0835 - 1230	Board USCG vessel to view field activities and on-board familiarization of Shipboard Oil Response System (SORS). Stop at TransRec Barge for demonstration, narrated by SERVS (facilitated by Geoff Merrell). Stop at Jack Bay to view Geographical Response Strategy deployment (facilitated by Geoff Merrell). Stop at Barge 500-2 for overview of capabilities (facilitated by Geoff Merrell).
1230	Lunch at Alaska's Bistro.
1330	VIP Observers tour VEOC.
1430	VIP Observers tour tug (Ruth Black will make request).
1530	VIP Observer tour tanker at the Valdez Marine Terminal and the Terminal. VIP Observers board bus to tour Annex Building (optional).
1700	Shuttle to airport.
1800	Barbeque at Park Strip (if staying in Valdez).
1815	ERA flight to Anchorage.

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Observer Schedule

Facilitators: *Ed Thompson, BPXA; Geoff Merrell, APSC*

Drill Coordinator: *Carrie Wontorcik, COP (Oasis)*

0730	Bus pick up at Valdez hotels.
0745	Observer/VIP Observer briefing at Aspen Hotel conference room (facilitated by Ken Donajkowski and Lee Foresman).
0815	Bus transportation to USCGC Sycamore (at City Dock).
0825	Safety briefing at USCG vessel.
0835 - 1230	Board USCG vessel to view field activities and on-board familiarization of Shipboard Oil Response System (SORS). Stop at TransRec Barge for demonstration, narrated by SERVS (facilitated by Geoff Merrell). Stop at Jack Bay to view Geographical Response Strategy deployment (facilitated by Geoff Merrell). Stop at Barge 500-2 for overview of capabilities (facilitated by Geoff Merrell).
1230	Lunch at Alaska's Bistro.
1330	Observers tour Valdez Marine Terminal.
1530	Observers tour VEOC.
1630	Bus transportation to hotels.
1700	Shuttle to airport.
1800	Barbeque at Park Strip (if staying in Valdez).
1815	ERA flight to Anchorage.

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Exercise Overview

INTRODUCTION

The Prince William Sound Area Exercise 2004 will be a two-day command post exercise with one day of equipment deployment. The exercise scenario is a 5,000-barrel (bbl) spill of Alaska North Slope (ANS) crude oil from an oil tanker transiting the Valdez Arm. A Unified Command-based Incident Management Team (IMT) with over 200 participants from federal and state agencies, industry, response organizations, as well as Prince William Sound community representatives and other stakeholders will be assembled to practice a response to this event. The ConocoPhillips Crisis Management Team (CMT) and Crisis Management Support Team (CMST) will also be activated in ConocoPhillips' Anchorage and Houston offices on the second day of the exercise.

OBJECTIVES

This exercise is designed to:

- Jointly validate plans of participating organizations
- Exercise a Unified IMT composed of Alyeska-Pipeline Services Company (APSC), ConocoPhillips, State of Alaska, and the Coast Guard
- Conduct a field deployment of response equipment in accordance with Federal Tier 1 capabilities determination, the response plans, and the exercise scenario.
- Incorporate overall Executive Steering Committee goals of exercising
 - A Place of Safe Refuge for the Vessel
 - Concurrent Command Post & Field Play
 - Transition of Command from the APSC IMT to ConocoPhillips IMT

CONCEPT OF PLAY/EXERCISE PLANNING CYCLES

Exercise play begins at hour 12 of the incident, at the start of the second operational period. Preparation of the first IAP has been simulated by the exercise Joint Design Team (JDT). The exercise will begin with a shift-change briefing on the IAP prepared by the first simulated shift. Day 1 of the exercise will consist of preparation of the second IAP by an APSC -led IMT with newly arriving ConocoPhillips responders shadowing the APSC IMT. Shadowing will consist of ConocoPhillips IMT personnel observing the initial APSC IMT in order to be fully informed of the incident status. Once Unified Command agrees that ConocoPhillips personnel are ready to assume command, a transition of incident management and control from APSC to ConocoPhillips will occur. The timing of this transition has been left up to exercise participants, but during this exercise, it is expected that the transition will roughly coincide with the end of the first day of play. No play will occur at night, and the exercise will resume on the morning of the second day with a ConocoPhillips-led IMT developing a third IAP.

BACKGROUND

The Prince William Sound Area Exercise 2004 is based on the National Preparedness for Response Exercise Program (PREP) Guidelines developed by the federal government to establish a workable exercise program that meets the intent of the exercise requirements of the Oil Pollution Act of 1990 and Section 311(j) of the Federal Water Pollution Control Act. The purpose of an Area Exercise is to exercise the entire response community in a particular area, in this case Prince William Sound.

Exercise Scenario

On August 3, 2004, the T/V POLAR EXCELSIOR was proceeding outbound to sea from the Valdez Marine Terminal loaded with 907,000 bbls of ANS Crude under escort by two tugboats. At 8 p.m. the helmsman on the bridge noticed an unresponsive helm and quickly gets the Captain's attention. The Captain's first action was changing starboard to port steering motors with no changes in his current situation. He then makes a call via VHF radio to the tether tug astern to back down hard while the lead tug maneuvered to the bow to keep the POLAR EXCELSIOR aligned straight in the channel. The tug collides with the ship and dents the side shell plate creating a fracture between the 2 frames of the No. 1 cargo tank. The discharge was visually detected immediately by the tug and the ship's watch noting the hole 6 feet above the waterline. Slack tankage was quickly identified by ship's crew and internal transfer of cargo out of the breached tank soon followed. However, before the spill source was secure, 5000 bbls of ANS crude had escaped in position 60° 56.9' N Latitude, 146° 52.0' W Longitude.

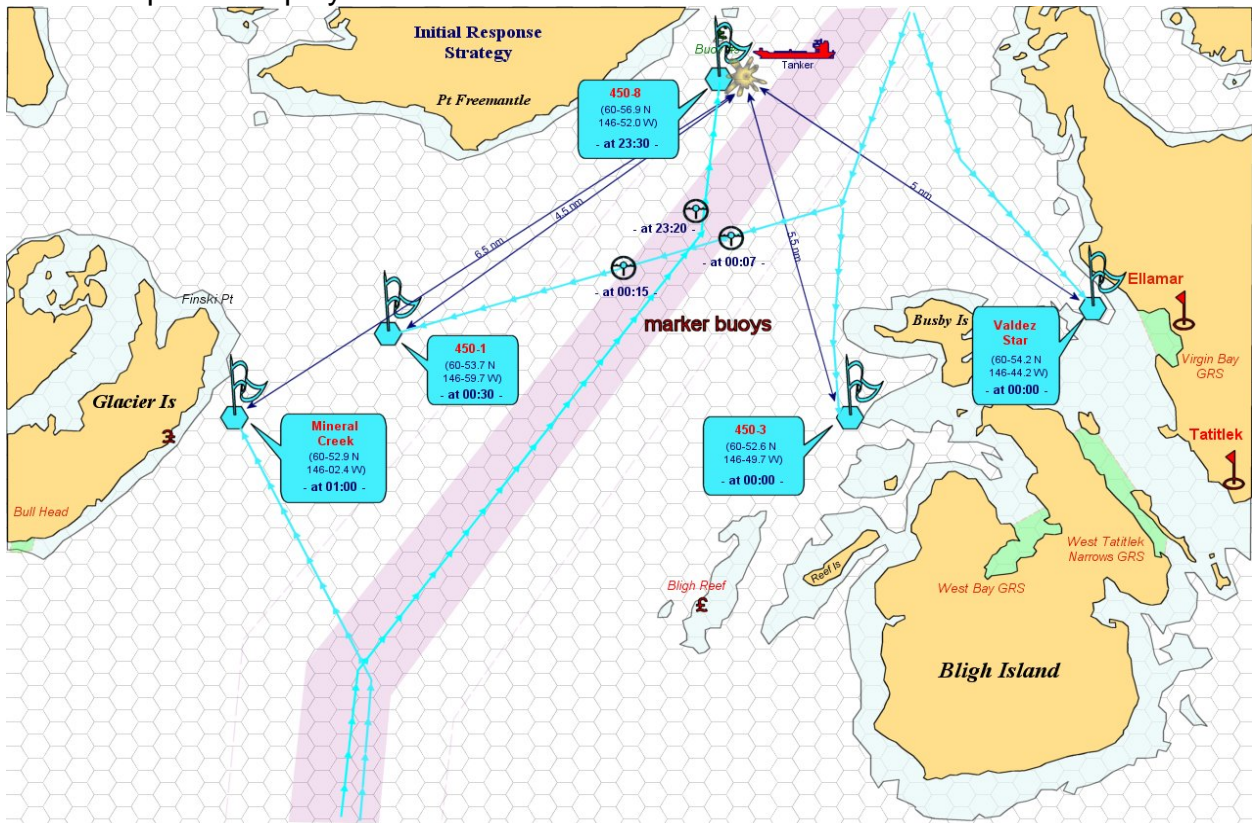
The SERVS Duty Officer received a radio call from one of the SERVS escort tugs that there had been an accident shortly after 8 p.m. Neither of the two tugs was disabled or any crewmember from the vessels reported any injury. All appropriate notifications were made. Within the next hour the Valdez Emergency Operations Center (VEOC), located at the APSC building, was teaming with APSC IMT along with United States Coast Guard personnel from the Marine Safety Office, and the ADEC staff in Valdez. Vessels from both CG and APSC were underway to the scene. By 10 p.m., all local responders (within Valdez) had arrived at the VEOC while ConocoPhillips IMT was enroute from Anchorage and other locations outside the State. At 11 p.m. the first of the response vessels and equipment begin to arrive on scene. First were the Valdez Star and the Allison Creek, followed by Lightering Barge 570, TransRec 450-8 and (4) Tier 1 fishing vessels. Weather on scene was still foggy with limited visibility of 0.1 to 0.3 miles.

Back at the VEOC, the response organization had formed a Unified Command; a security zone and traffic closure was enforced throughout Valdez Arm and Southern Portions of Prince William Sound. The UC had just begun discussion on possible Dispersant use with the ARRT, as well as, expedient decisions on permitting processes.

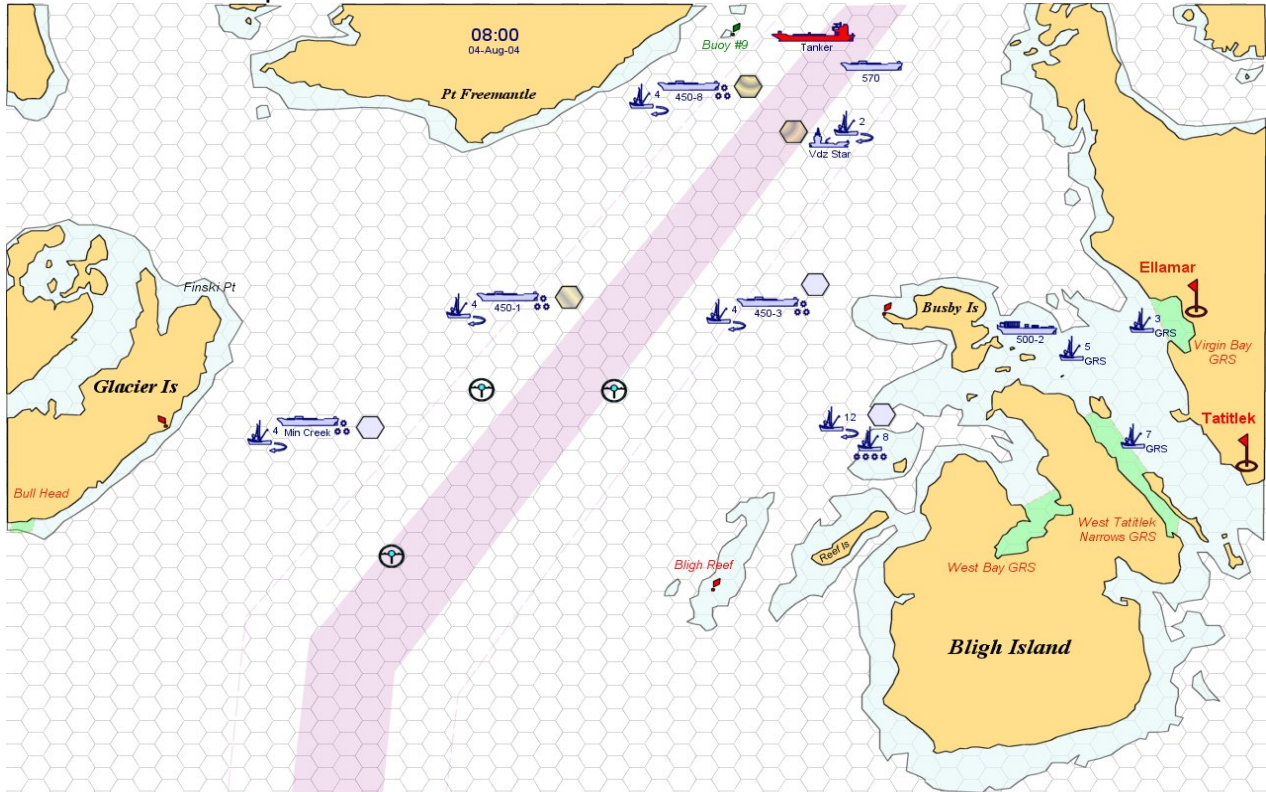
At midnight, the Nearshore Barge 500-2 had anchored North of Bligh Island and in the NW entrance to Tatitlek Narrows. Later more TransRecs arrived with additional Tier 1 fishing vessels and positioned in strategic locations determined by the Operations Section of the UC. With more fishing vessels due to arrive at 2:00 a.m., the equipment on the Nearshore Barge was being ready for a Nearshore Task Force deployment to tackle free oil recovery near Bligh Island. By 4:00 a.m., an Incident Action Plan (IAP) was being approved by the Unified Commanders.

At 6:00 a.m., implementation of the IAP began. The situation (shown on following page) is current until the start of play at 8:00, August 4, 2004.

Initial Response Deployment



0800 Situation Map



Timeline

The fictitious ship used in this scenario, the “POLAR EXCELSIOR” is a sister ship to the real “POLAR ALASKA” covered in ConocoPhillips Marine’s combined Vessel Response Plan/Shipboard Oil Pollution Emergency Plan (VRP/SOPEP). Vessel particulars can be found in Volume II, Section 1.

TIME LINE	VALDEZ	
August 3, 2004 Time: 2000	INCIDENT- RP Conducts notifications.	WX: FOG, visibility 0.3 miles, Wind NNE 10 kts, temp 58 F
Time: 2200	ICS 201	•
Time: 2300	A. TransRec 450-8 arrives from Naked Island, takes up position just South of Tanker B. CG Closes Port and Traffic C. Lightering Barge 570 arrives D. Valdez Star Arrives	<ul style="list-style-type: none"> • Support equipment: • A. 1 Tug & 4 F/V • B. 1 Tug • C. Barge Allison Creek
August 4, 2004 Time: 0000	A. Nearshore Barge 500-2 arrives takes up position North of Bligh Is. and anchors.	Support equipment: 1 tug
Time: 0000 - 0100	A. Mineral Creek arrives from Port Etches, takes up position East of Glacier Island B. 450-1 arrives, takes up position South of Pt Freemantle. C. 450-3 arrives, takes up position West of Bligh Island	Support equipment: A. 1 Tug 4 F/V B. 1 Tug 4 F/V C. 1 Tug 4 F/V
Time: 0200	Deploy Nearshore Task Force 1 to NW Bligh Is. south of Wreck (60/53, 146/50) for free-oil recovery.	Support equipment: 26 F/V
Time: 0400 IAP Completed & Approved IAP Operation period: 0600 – 1800 (12 hr.)		

Exercise Truth

During the PWS 2004 PREP Exercise the scenario and subsequent events, (also called injects) are managed by the Exercise Control staff. These persons maintain the simulated spill picture and track the impact of the players' response actions.

In the Control Room, Controllers will be tracking response actions, resources, weather, tidal impacts, wildlife impacts, and recovery of product initiated by players. In exercise situations, it is often difficult for the participants (also called Players) to visualize or track the impact of their decisions on the scenario event. For this reason, Exercise Control is the gatekeeper for scenario related information and is usually referred to as "Exercise Truth".

As part of the exercise, Division/Group Supervisors from APSC will be located in the Control Room (two trailers located adjacent to the VEOC building). The Supervisor work area will be populated with charts and materials that would have been generated during the first operational period and represent the "simulated field".

Exercise Control staff will be located in an adjacent room to interface with the Supervisors. Using the Pollution Incident Simulation, Control, and Evaluation System (PISCES), and the Geographic Resource Database (GRD), Exercise Control will maintain the actual "truth" regarding spill status and impact. Periodic information updates will be given to the Supervisors that reflect the current situation and site picture.

The Division/Group Supervisors will be the primary source of information back to the Operations Section, as well as to the Situation Unit by way of the assigned Field Observers. Field Observers may be contacted by calling the Control Room. Supervisors will function in their normal manner and obtain or pass information in their normal manner. If a question arises that cannot be answered based on the information currently available to the Division/Group Supervisors, then Exercise Control may be contacted to obtain the most current "truth" picture.

Exercise Control will additionally perform over flight simulation. Any over flight requests will be directed to a designated Air Operations phone number. Flight information, if any, will be relayed back to the requester. In order to reduce artificialities, a reasonable time frame will be used between receiving the over flight request and the actual relay of information.

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Exercise Sponsors

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U.S. Coast Guard

<http://www.uscg.mil>



The U.S. Coast Guard (USCG) is a multi-missioned maritime service and one of the Nation's five Armed Services. Its mission is to protect the public, the environment, and U.S. economic interests in the Nation's ports and waterways, along the coast, on international waters, or in any maritime region as required to support national security.

The U.S. Coast Guard operates as part of the Department of Homeland Security (DHS) in times of peace. Under direction of the President or in times of war, the U.S. Coast Guard operates under the U.S. Navy. As stated in the National Contingency Plan, the U.S. Coast Guard serves as the National Response Team (NRT) vice chair and serves as the co-chair for the Regional Response Teams (RRTs) and pre-designated On-Scene Coordinators (OSCs) for the Coastal Zone as described in § 300.120(a)(1) of the National Contingency Plan. The U.S. Coast Guard maintains continuously-staffed facilities which can be used for command, control, and surveillance of oil discharges and hazardous substance releases occurring in the Coastal Zone. The U.S. Coast Guard also offers expertise in: domestic and international fields of port safety and security; maritime law enforcement; ship navigation and construction; and the manning, operation, and safety of vessels and marine facilities.

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ConocoPhillips Corporation

<http://www.conocophillips.com>



ConocoPhillips conducts business with respect and care for the environments in which they operate. To realize this, they minimize the environmental impact of activities by:

- Assessing the environmental sensitivity of potential operating sites and the impact of our operations on the local, regional and global environments;
- Limiting physical disturbances and employing appropriate reclamation and remediation practices at operating sites;
- Ensuring responsible and efficient use of energy and natural resources;
- Limiting waste generation, discharges and emissions, and handling wastes in a responsible manner;
- Operating in a responsible manner, which reduces the risk of spills, leaks, and accidental discharges;
- Maintaining emergency preparedness plans and response capabilities; and
- Encouraging life-cycle assessments in the development of products.

ConocoPhillips is an international, integrated energy company. It is the third largest integrated energy company in the U.S., based on market capitalization, oil and gas proved reserves and production; and the largest refiner in the country. Worldwide it is the eighth largest publicly owned energy company, based on oil and gas reserves, and the fifth largest refiner. Headquartered in Houston, Texas, ConocoPhillips operates in more than 40 countries. The company has approximately 55,800 employees worldwide and assets of \$81 billion.

The company has four core activities worldwide:

- Petroleum exploration and production;
- Petroleum refining, marketing, supply, and transportation;
- Natural gas gathering, processing and marketing, including a 30.3 percent interest in Duke Energy Field Services, LLC; and
- Chemicals and plastics production and distribution through a 50 percent interest in Chevron Phillips Chemical Company LLC.

In addition, ConocoPhillips engages in commercial activities and is investing in several emerging businesses, such as fuels technology, gas-to-liquids, power generation, and emerging technologies that provide current and potential future growth opportunities.

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Participating Organizations and Agencies

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Alyeska Pipeline Service Company



In 1968, oil was discovered at Prudhoe Bay in the North Slope, located in northern Alaska. A consortium of oil companies planning to produce the oil determined that a pipeline offered the best means to transport crude oil from the North Slope to the port of Valdez, the northernmost ice-free port in the United States, where it could be shipped by tanker to refineries in the continental United States.

The Alyeska Pipeline Service Company, named after the Aleut word *Alyeska* meaning *mainland*, was established in 1970 and charged with designing, constructing, operating, and maintaining the Trans-Alaska Pipeline System, commonly called TAPS. At the time, construction of the pipeline was the largest privately financed construction project ever attempted, and cost over \$8 billion when completed. Crude oil began flowing in the pipeline on June 20, 1977 and the first tanker filled with North Slope crude oil left Valdez on August 1, 1977.

The 48-inch diameter steel pipeline runs 800 miles and crosses three mountain ranges and over 800 rivers or streams. Moving "hot" oil across the permafrost rich soil of Alaska presented a special challenge to pipeline designers. Because of the permafrost through most of Alaska, large segments of the trans-Alaska Pipeline were elevated above ground to keep the permafrost from melting. About half of the 800 mile pipeline is buried in a conventional manner.

More than 13 billion barrels (nearly 550 billion gallons) have moved through the Trans-Alaska Pipeline System since start up in 1977. The volume of oil flowing through the pipeline has decreased from a peak of 2.1 million barrels per day (mbpd) in 1988 to about 1 mbpd in 2001. Alaska today supplies nearly twenty percent of the United States' domestic crude oil production. Revenues from oil production and transportation provide about 80% of funding for the state government in Alaska, as well as a specially dedicated Permanent Fund.

The consortium of companies that own TAPS today includes:

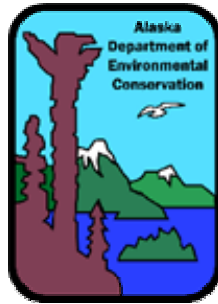
- BP Pipelines (Alaska) Inc. 46.93%
- Phillips Transportation Alaska, Inc. 28.29%
- ExxonMobil Pipeline Company, 20.34%
- Unocal Pipeline Company, 1.36%
- Williams Alaska Pipeline Company, L.L.C., 3.08%

Headquartered in Anchorage, the company also maintains operations in Fairbanks and Valdez and employs almost 900 people statewide, with 1000 more employed by independent contractors working for the company. The Marine Terminal cost \$1.4 billion to build, covers 1,000 acres, and includes eighteen oil storage tanks with a total capacity of

over 9 million barrels. The Terminal has four tanker loading berths, two of which have special vapor control systems.

Alyeska Pipeline and has dedicated over 300 personnel to oil spill prevention and response in Prince William Sound, mostly through its Ship Escort/Response Vessel System (SERVS). Created in July 1989, SERVS is considered one of the best oil spill prevention and response forces in the world. Each laden tanker is escorted through Prince William Sound to the Gulf of Alaska by response vessels capable of assisting a distressed tanker. Oil spill response equipment has been pre-stationed throughout the Sound for rapid response.

Alaska Department of Environmental Conservation



Overall Mission/Department Policy:

It is the policy of the state to conserve, improve, and protect its natural resources and environment and control water, land, and air pollution, in order to enhance the health, safety, and welfare of the people of the state and their overall economic and social well-being.

It is the policy of the state to improve and coordinate the environmental plans, functions, powers, and programs of the state, in cooperation with the federal government, regions, local governments, other public and private organizations, and concerned individuals, and to develop and manage the basic resources of water, land, and air to the end that the state may fulfill its responsibility as trustee of the environment for the present and future generations.

Spill Prevention and Response Division Mission: The mission of the Division of Spill Prevention and Response is to reduce unlawful oil and hazardous substance contamination in the environment.

Prevention and Emergency Response Program Mission: The mission of the Prevention and Emergency Response Program (PERP) is to protect public safety, public health and the environment by preventing and mitigating the effects of oil and hazardous substance releases and ensuring their cleanup through government planning and rapid response.

Industry Preparedness Program Mission: The mission of the Industry Preparedness Program is to protect public safety, public health and the environment by ensuring that producers, transporters and distributors of crude oil and refined oil products prevent oil spills, and are fully prepared materially and financially to clean up spills.

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Alaska Department of Fish and Game



Mission Statement:

The Alaska Department of Fish and Game's mission is to protect, maintain, and improve the fish, game, and aquatic plant resources of the state, and manage their use and development in the best interest of the economy and the well-being of the people of the state, consistent with the sustained yield principle.

Core Services:

- Provide opportunity to utilize fish and wildlife resources;
- Ensure sustainability and harvestable surplus of fish and wildlife resources;
- Provide information to all customers;
- Involve the public in management of fish and wildlife resources; and
- Protect the state's sovereignty to manage fish and wildlife resources.

Goals:

- Optimize economic benefits from fish and wildlife resources.
- Optimize public participation in fish and wildlife pursuits.
- Increase public knowledge and confidence that wild populations of fish and wildlife are responsibly managed.

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Alaska Department of Natural Resources



Our Mission:

To develop, conserve and enhance natural resources for present and future Alaskans.

Who we are: The Department of Natural Resources' goal is to contribute to Alaska's economic health and quality of life by protecting and maintaining the state's resources, and encouraging wise development of these resources by making them available for public use.

What we do: The Department of Natural Resources manages all state-owned land, water and natural resources, except for fish and game, on behalf of the people of Alaska. When all land conveyances from the federal government are completed, the people of the state will own land and resources on 104 million acres: Approximately 90 million acres have been conveyed so far. The state owns approximately 65 million acres of tidelands, shorelands, and submerged lands and manages 34,000 miles of coastline. The state also owns the freshwater resources of the state, a resource that equals about 40% of the entire nation's fresh water.

How we are organized: The department is currently organized into seven divisions that reflect its major programs: Agriculture, Forestry, Geological & Geophysical Surveys, Mining, Land & Water, Oil & Gas, Parks and Outdoor Recreation, and Support Services.

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Regional Citizens Advisory Council



Citizens of Alaska organized the Prince William Sound Regional Citizens' Advisory Council after the Exxon Valdez oil spill in 1989 specifically to provide a voice for communities impacted by oil industry decisions in the Prince William Sound, Gulf of Alaska, and Cook Inlet. The council is an independent non-profit organization whose mission is to promote the environmentally safe operation of the Trans-Alaska Pipeline's Valdez Marine Terminal and associated oil tankers.

PWSRCAC's work is guided by the Oil Pollution Act of 1990, as sponsored by Governor Frank Murkowski while in the Senate, and our contract with Alyeska Pipeline Service Company. The council's 18 member organizations are communities in the region affected by the Valdez spill, as well as commercial fishing, aquaculture, Native, recreation, tourism and environmental groups.

The council performs in a variety of areas aimed at reducing pollution from crude oil transportation through Prince William Sound and the Gulf of Alaska. PWSRCAC monitors Alyeska Pipeline's Valdez marine terminal and tanker operations, conducts independent research, and advises industry and government on ways to prevent oil spills and respond effectively if spills do occur. PWSRCAC also increases public awareness of these areas and various other aspects of Alyeska's operations, including environmental protection capabilities and actual and potential environmental impacts of the terminal and tanker operations.

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Oil Pollution Act of 1990

(33 U.S.C. 2702 to 2761)

<http://www.epa.gov/region09/waste/sfund/oilpp/opa.html>

The Oil Pollution Act of 1990 (OPA 90) is responsible for many of the nation's improvements in oil spill prevention and response. The Oil Pollution Act of 1990 provides guidance for government and industry on oil spill prevention, mitigation, cleanup, and liability. Since its passage in August 1990, the Oil Pollution Act of 1990 has resulted in 41 new rules that govern pollution prevention and response preparedness.

The Oil Pollution Act of 1990 streamlined and strengthened the U.S. Environmental Protection Agency's ability to prevent and respond to catastrophic oil spills. A trust fund, financed by a tax on oil, is available to clean up spills when the responsible party is incapable or unwilling to do so. The Oil Pollution Act of 1990 requires oil storage facilities and vessels to submit to the federal government plans detailing how they would respond in the event of large discharges. The U.S. Environmental Protection Agency has published regulations for above-ground storage facilities; the U.S. Coast Guard has done the same for oil tankers. The Oil Pollution Act of 1990 also requires the development of area contingency plans to prepare and plan for an oil spill response on a regional scale.

The majority of The Oil Pollution Act of 1990 provisions were targeted at reducing the number of spills followed by reducing the quantity of oil spilled. The Oil Pollution Act of 1990 also created a comprehensive scheme to ensure that sufficient financial resources are available to clean up a spill and to compensate per spill of National Significance damaged by a spill. Modeled after international regimes, the 1990 law requires all vessels coming into the United States to demonstrate that they have sufficient resources – usually insurance – to respond to a spill. This obligation is not predicated on fault and has limits proportional to the size of the ship. The costs associated with a massive spill could exceed these limits. For this reason, the Oil Pollution Act of 1990 created the Oil Spill Liability Trust Fund. Funded by a tax on the petroleum industry, the fund contains \$1 billion.