Alaska Regional Response Team

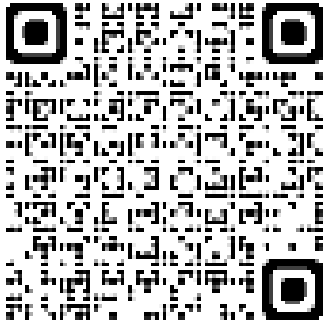
September 11, 2025

Meeting Purpose and “Rules”

- This is a business meeting of the **ARRT**
  - Questions and discussions is for ARRT Members and OSCs

- Items discussed that are the responsibility or content of the Area Committees will be **referred to appropriate Area Committee** and not included in the meeting discussion, except for how the ARRT can provide support, if requested/needed

- While open to the public, it is not a public meeting
  - As time allows, questions may be taken from the public. Please type questions in the Chat box. Non-ARRT members are invited to sign up for Public Comment.



Meeting Sign-In

www.AlaskaRRT.org

Tips: Using Teams

- Change your name to,
FULL NAME and **AGENCY**

Please mute your mic &
turn off video,
except when speaking

MORNING AGENDA

9:00 INTRODUCTIONS AND REVIEW ACTIONS SINCE LAST MEETING

9:40 ARRT COMMITTEE REPORTS (10 Minutes Each)

10:40-10:50 BREAK

10:50 AREA COMMITTEE REPORTS (10 Minutes Each)

11:30 LUNCH (Until 1:00)

INTRODUCTIONS & REPORT FROM TRI-CHAIRS

Alaska Regional Response Team

MEMBER ROLL CALL

ARRT Coordinators will facilitate ARRT member and FOSC/SOSC roll call.

For other attendees and members of the public, please state your name and agency when going around the room.

New Members, OSCs, Area Planners

- CDR Ginny Nadolny, Sector SE Deputy Sector Commander
- CDR Rianne Troutman, Sector SE Response Department Head
- LT Brian Moneghan, Sector SE IMD Chief
- CDR Lane Monroe, Sector Western Alaska Deputy Sector Commander
- CDR Adrianna Gaenzle, Sector Western Alaska Response Department Head
- LCDR Amanda Faulkner, Sector Western Alaska Secretary
- LT Brandon Abdallah, Sector Western Alaska EMD
- LT Alison Dew, Sector Western Alaska IMD Chief
- CDR Scott Troutman, Arctic District Contingency Planning
- LT Bradley Ragan, MSU Valdez IMD Chief

SINCE LAST MEETING (March 2025)

Alaska Regional Response Team

- Sector Western Alaska and MSU Valdez ACP has undergone restructuring and public comment period.
- Alaska Regional Stakeholder Committee Task Force and Tribal Task Force are complete
- Start up of Alaska Dispersant Use Guideline Task Force

ARRT Staffing Changes

USCG

- All 3 Coastal Zone FOSCs still present; large turnover of FOSC staff in three Coastal Zones

ADEC

- None

EPA

- Ms. Mary Goolie retired

Other Goings On

- Sector SE ACP will be restructured later this month and hopes to be put up for Public Comment in October 2025
- Alaska Regional Contingency Plan will be updated in 2026
- CG Arctic District (CGD-A) – CAN US Joint Contingency Plan Arctic Annex (TTX) – 3 & 4 Dec in Anchorage at UAA Gorsch Commons
- CGD-A – CAN US JCP Dixon Entrance Annex Operational Exercise scheduled for the week of 17-21 Nov in Victoria and Prince Rupert, BC
- FEMA Region 10 support for Glacier Lake Outburst Flood for Emergency Support Function 10 – Federal Assistance not requested; ESF-10 not activated.
- M/V MORNING MIDAS – ARRT Incident Specific Informational Updates to ARRT membership
- Minton Creek Exercise – TAPS Combined Resources Exercise and Village Response

ALASKA REGIONAL RESPONSE TEAM COMMITTEES

Alaska Regional Response Team

WILDLIFE PROTECTION COMMITTEE

CULTURAL RESOURCES COMMITTEE

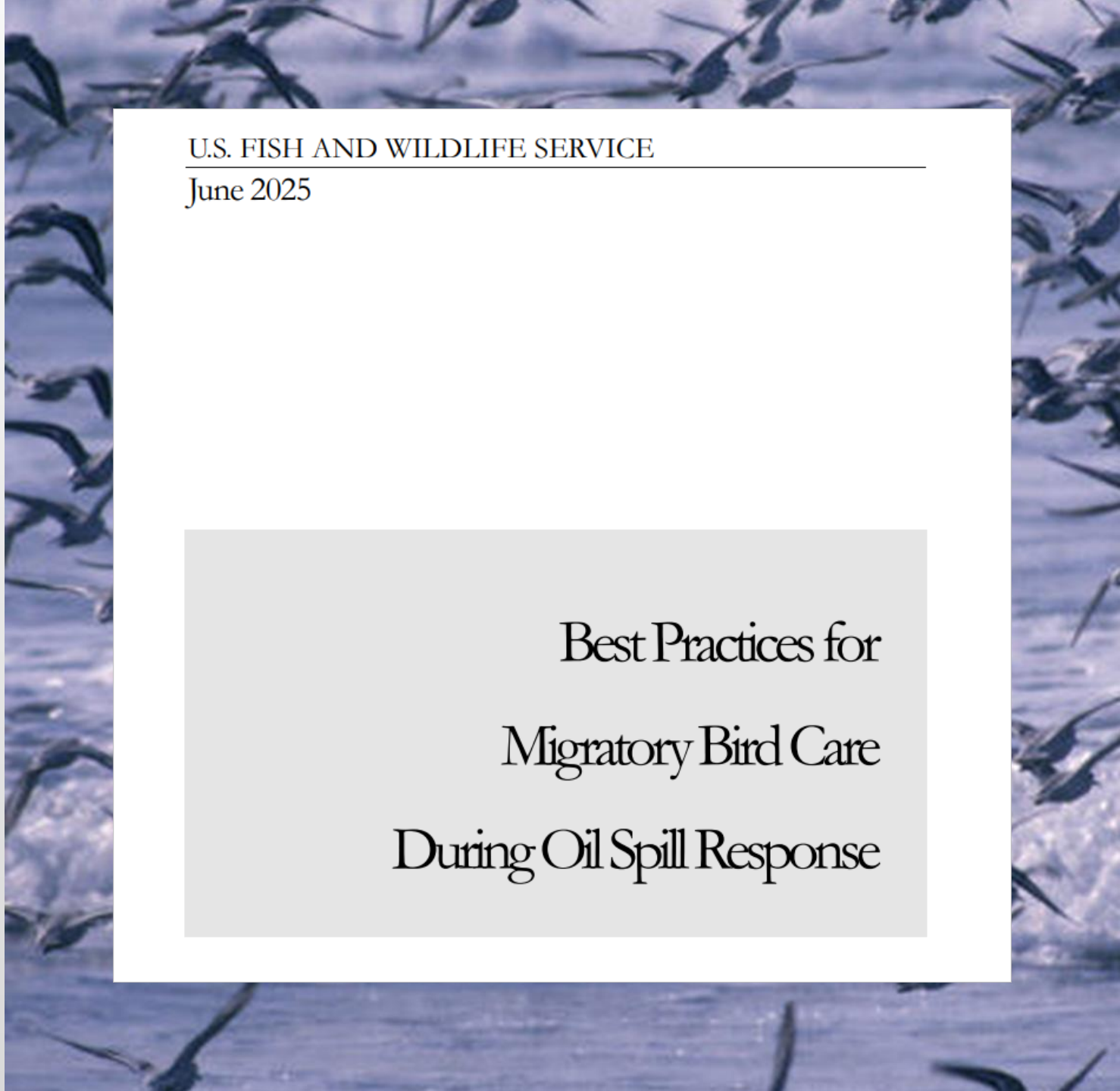
WILDLIFE PROTECTION COMMITTEE (WPC)

The WPC maintains the Wildlife Protection Guidelines for Oil Spill Response in Alaska (WPG)

- At the Spring RRT, permission was granted to review the committee charter and propose revisions
- Full WPC met on March 26 to discuss the WPG status and future activities
- Member agencies scheduled to meet on August 27 to discuss charter revisions
- Work in progress

UPDATE

Best Practices For Migratory Bird Care During Oil Spill Response



CULTURAL RESOURCES COMMITTEE (CRC)

Alaska Historic Properties Protection Implementation Guidelines for Federal On-Scene Coordinators

- Progress review by FOSCs is underway
- Response Subgroup met multiple times and revised Attachments 1, 2, and 5
- Tribal Outreach Subgroup met on April 17 to discuss communications
- Full CRC met on June 16 and reviewed proposed revisions
- Judy Bittner & Richard Vanderhoek (SHPO) retired

CONTACTS

Contact us:

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- **DOI:** lisa_fox@ios.doi.gov
  grace_cochon@ios.doi.gov
- **NMFS:** sadie.wright@noaa.gov
  david.gann@noaa.gov
- **SHPO:** sarah.meitl@alaska.gov
  nick.schmuck@alaska.gov
- **USFWS:** bridget_crokus@fws.gov

Upper Lake George

SCIENCE AND TECHNOLOGY COMMITTEE REPORT

SCIENCE & TECHNOLOGY PROJECT: DISPERSANT USE PLAN UPDATE

Purpose:

- The Dispersant Use Plan has not been updated in ten years. National Contingency Plan, Subpart J requires that the preauthorized plan be reviewed on a regular timeline. The four main sources for the review and revision of the Dispersant Use Plan are:
- 1. Subpart J
- 2. SMART Protocol
- 3. Alaska ACP/RCP Restructure
- 4. Editorial Revision: Grammar and Responder Friendly organization and phrasing (to maintain consistency with the restructuring of the Area Contingency Plans)

ADEC Staff at Marine Spill Response Corp (MSRC) Dispersant Application jet, Valdez, AK, May 2025
Source: ADEC

SCIENCE & TECHNOLOGY PROJECT: DISPERSANT USE PLAN UPDATE

Phase One – Developing an **errata sheet and/or job aid** for implementing changes due to Subpart J revisions:

a. Review new Subpart J updates, identify inconsistencies and ensure plans are consistent
b. Develop Errata Sheet/Job Aid and begin version one modifications:
c. Changes in definition of dispersant (300.205)
d. Change in terms of temporary exemption for dispersant use (300.910d)
e. Subpart J 300.913 Dispersant Use Monitoring for major/atypical dispersant use
f. Public notice of dispersant use:
g. New link for SMART Protocols (pending NRT approvals)
h. Change references to new plan names, updated to the ACP framework

SCIENCE & TECHNOLOGY PROJECT: DISPERSANT USE PLAN UPDATE

Phase TWO: Incorporate Errata Sheets, Phase One recommendations and Editorial & Format-based revisions

a. Update plan with Category II modifications and implementation of the errata sheet/job aid
b. Conduct internal ARRT review and present at Sept 2026 ARRT Leadership Meeting
c. Submit new guideline for public comment
d. Publish new plan on Alaska RRT website and Alaska DEC reference and tools page

***No changes to the Decision Making process, except for those required under the NCP revision.*

Anchorage Fire Department responding to a fire caused by a Lithium Ion battery failure, August 2025. Source: Anchorage Fire Department

OTHER PROJECTS

- In Situ Burning Guidelines: Repeat Phase 1 & 2 the Dispersant Use Plan for ISB
- Create guidance on lithium-ion battery response and disposal best practices in Alaska

COMMITTEE MEMBERS

- Liza Sanden (DOC/NOAA)
  - liza.sanden@noaa.gov
- Mike Donnellan (ADEC)
  - mike.donnellan@alaska.gov
- Sara Benovic (DOD/ Navy)
  - sara.l.benovic.civ@us.navy.mil
- April Charnota (DOT/ PHMSA)
  - april.charnota@dot.gov

STATEWIDE PLANNING COMMITTEE

Statewide Planning Committee members

ARRT Coordinators

- **EPA:** Stephanie Wenning
- **USCG D17:** Angella Gebert
- **ADEC:** Ytamar Rodriguez

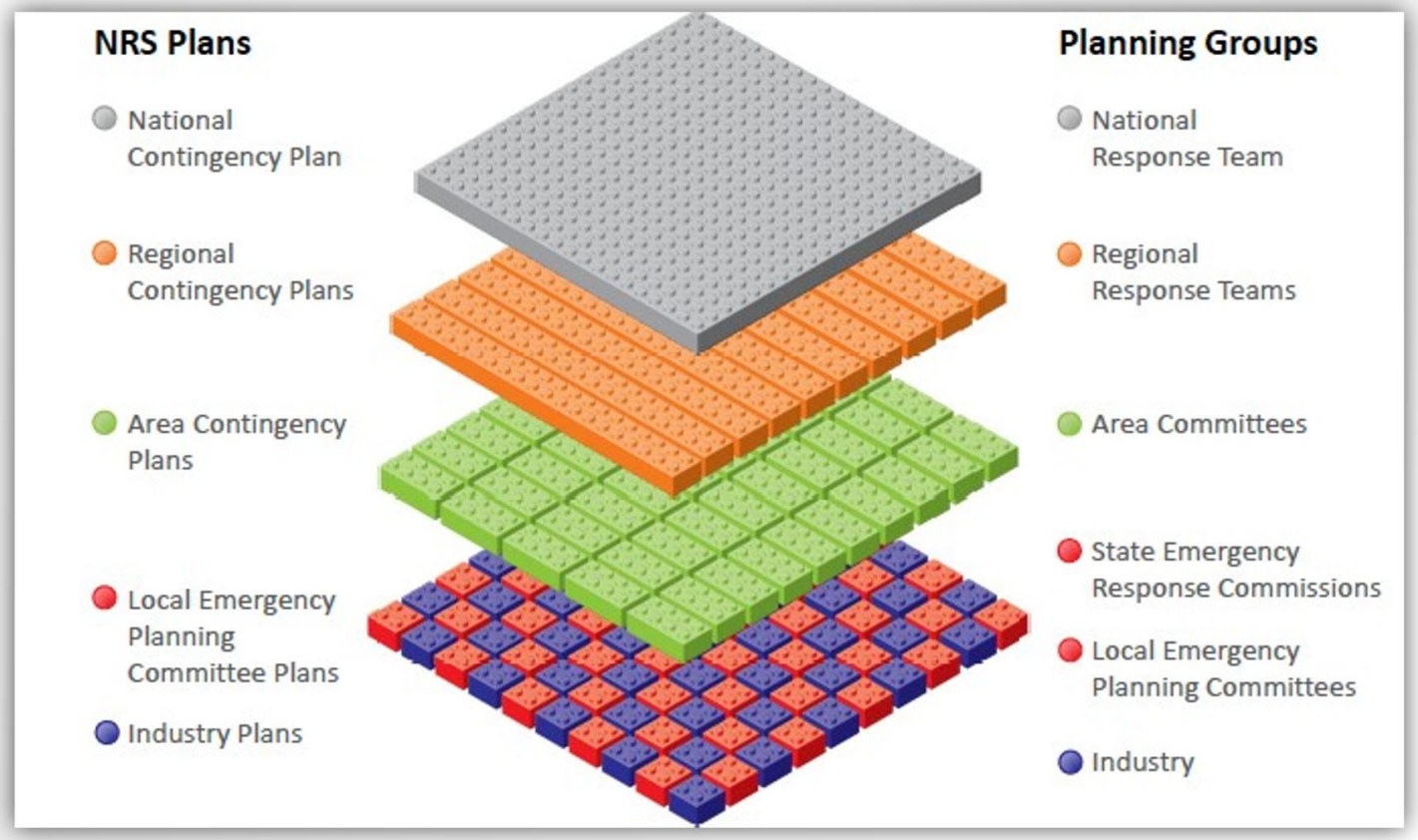
USCG Area Secretaries and ADEC/EPA Area Planners

- **USCG PWS:** LT Bradley Ragan & Andy Watland
- **USCG SEAK:** LT Lindsay Wheeler
- **USCG AWA: L**CDR Amanda Faulkner & Gina Winters
- **ADEC:** Julie Liford-Parker
- **EPA:** Vacant

Statewide Planning Committee Activity

- Monthly SPC Meetings
- Upcoming ACP Reviews: South East Alaska ACP Restructuring
- Outreach: Biennial newsletter
- Regional Contingency Plan Update

NRS PLANS AND PLANNING GROUPS



REGIONAL STAKEHOLDER COMMITTEE TASK FORCE

RSC Task Force

Task Force Initiated by ARRT Tri-Chairs 2/17/2022

Task Force Members

- Environmental Protection Agency
- United States Coast Guard
- Alaska Department Environmental Conservation
- Native Village of Eyak
- Chickaloon Village Traditional Council
- Aleutian Pribilof Islands Association
- Prince William Sound Regional Citizens Advisory Council (RCAC)
- Cook Inlet RCAC
- Alaska Clean Seas
- Crowley Marine
- Alyeska Pipeline Service Co.
- Hilcorp Alaska LLC

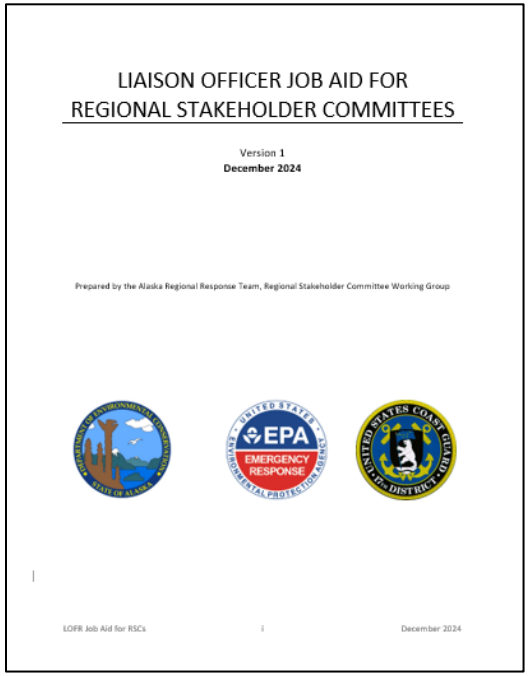
Task Force Meeting History

- 12/11/2024
- 04/16/2024
- 2/28/2024
- 1/17/2024
- 9/5/2023
- 7/25/2023
- 6/14/2023
- 4/28/2023
- 2/21/2023
- 1/24/2023
- 12/20/2022
- 11/30/2022
- 11/15/2022
- 9/27/2022
- 8/2/2022

RSC Task Force

Adoption

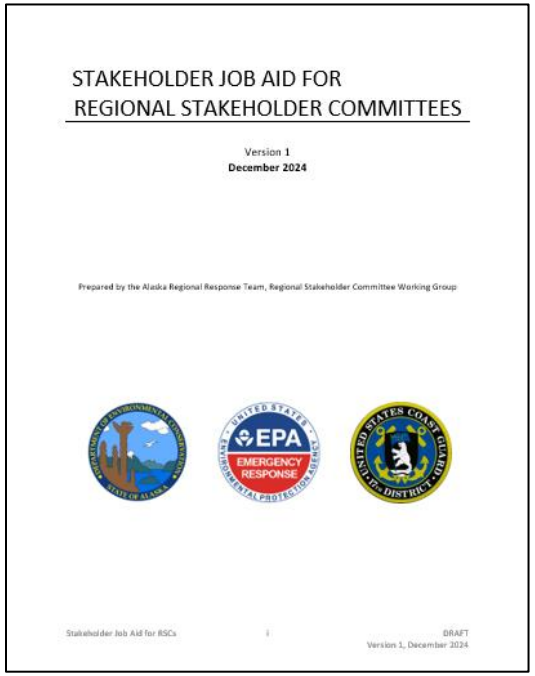
- Liaison Officer Job Aid
- Regional Stakeholder Committee (RSC) Member Job Aid
- Updated Definitions for RSC and Regional Citizens Advisory Council (RCAC)
- Updated RSC content/language for Area Contingency Plans and the Regional Contingency Plan to create consistency across the plans


LIAISON OFFICER JOB AID FOR
REGIONAL STAKEHOLDER COMMITTEES

Version 1
December 2024

Prepared by the Alaska Regional Response Team, Regional Stakeholder Committee Working Group

LOFR Job Aid for RSCs i December 2024


STAKEHOLDER JOB AID FOR
REGIONAL STAKEHOLDER COMMITTEES

Version 1
December 2024

Prepared by the Alaska Regional Response Team, Regional Stakeholder Committee Working Group

Stakeholder Job Aid for RSCs i DRAFT
Version 1, December 2024

What's Happening Now/What's Next?

Sunsetting the Task Force

Working the Job Aids into drills and exercises

TRIBAL COMMITTEE TASK FORCE

Tribal Task Force

Task Force Initiated by ARRT Tri-Chairs March 2023

Task Force Members

- Environmental Protection Agency
- United States Coast Guard
- Alaska Department Environmental Conservation
- Native Village of Napaimute
- Chickaloon Village Traditional Council
- Aleutian Pribilof Islands Association
- Kawerak
- Department of the Interior
- Federal Emergency Management Agency
- Department of Defense/Navy
- Department of Transportation

Task Force Meeting History

- 05/08/2025
- 06/12/2024
- 04/16/2024
- 02/13/2024

Proposed Tasking from the ARRT Tri-Chairs

1. Review Article VIII of ARRT Charter.
2. Review Presidential Memoranda of January 26, 2021 and November 30, 2022.
3. Review current guidance and other relevant law, regs, policies and documentation.
4. Make recommendations re:
    a. Edits to current guidance
    b. Inclusion of DOI guidance re. ANCSA Corporations
    c. Adopting new approaches & technologies for better outcomes
    d. Establishing a permanent ARRT Tribal Affairs committee and identifying committee goals
5. Produce/present report to ARRT full membership.

Contact us:

Alaska Regional Response Team Tribal Task Force Co-Chairs

Lisa Fox– DOI
Lisa_Fox@ios.doi.gov

Patrick Hilbert– USCG
Patrick.M.Hilbert@uscg.mil

Supporting Federal and State On-Scene Coordinators

ALASKA RRT

BREAK

Please Don’t Forget to
SIGN IN

ALASKA REGIONAL RESPONSE TEAM AREA COMMITTEE REPORTS

Alaska Regional Response Team

ARCTIC AND WESTERN ALASKA AREA COMMITTEE

REPORT TO ALASKA REGIONAL RESPONSE TEAM
10 SEPTEMBER 2025

AREA COMMITTEE UPDATE

Notable initiatives:

New members:

CDR Lane Monroe – Deputy Sector Commander

CDR Adriana Gaenzle - Regulatory

LCDR Amanda Faulkner – Chief, Emergency Management

LT Brandon Abdullah – Training and Exercises

LT Alison Dew – IMD

LTJG Andrew Condra - GRS

- Geographic Response Strategy Progress
  - Ongoing Tier 1 and 2 Field in conjunction with UAS Validations throughout Western Alaska Region
    - Homer
    - Dutch Harbor
    - Adak
    - Western Cook Inlet
  - Streamlined approval process through FOSC/SOSC

AREA CONTINGENCY PLAN UPDATE

- Convened multiple AWA Admin Subcommittee meetings from May-Aug 2025 to finalize ACP public comment adjudication revision per CG-MER guidance. Project 98% complete.

- DEC is conducting final ACP review ensuring ADA compliant formatting prior to submission to Tri-Chairs for approval. Estimated completion is Nov 2025.

- Revisions to the ACP based on recommendations received via public comments tentatively set to begin 2nd quarter of FY 26.

- Integrating BSEE Offshore Coastal Zone Area Contingency Worst Case Discharge project. Addition will be incorporated into the next ACP update.

CASE SUMMARY – M/V MORNING MIDAS

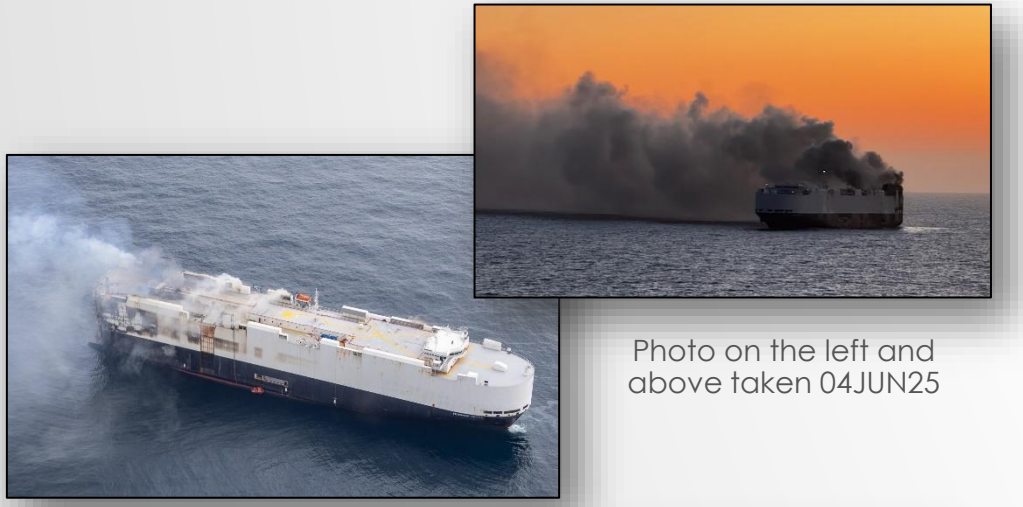


Photo on the left and above taken 04JUN25

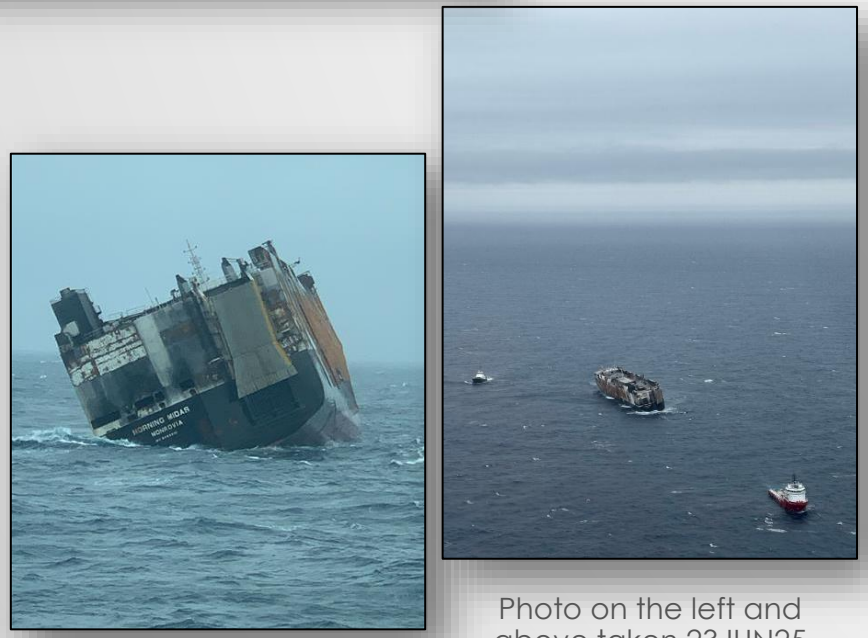


Photo on the left and above taken 23JUN25

- On 3 June 2025, the M/V MORNING MIDAS (United Kingdom-flagged vehicle carrier) experienced an uncontrollable fire onboard approximately 260nm SW of Adak Island during transit from China to Mexico.
- The vessel carried 3,129 vehicles and approximately 496,000 gallons of fuel.
- An IMT was initially established with CGD-A and subsequently transferred to Sector WAK, along with the RP and federal representatives, to monitor the RP's response efforts as the vessel drifted into the U.S. EEZ.
- For seven days, the vessel drifted within 180 nm of Adak Island before the Tug GRETCHEN DUNLAP was able to attach a tow line, arresting the drift and beginning to tow the vessel back towards the U.S. EEZ.
- On 24 June 2025, the M/V MORNING MIDAS sank in international waters approximately 5,000 meters deep, located 360 nm from the Aleutian Island chain and approximately 160 nm outside the U.S. EEZ. No visible sheening was reported.

SPECIAL ANNOUNCEMENTS

- Spring/ Summer Highlights:
  - 08 April: GRS Field Validation training with OGAs & industry
  - 08-12 June: PREP GRS & ICS exercise with field deployment (Nome)
  - 21-25 July: Resolve Marine hosted response training in Dutch Harbor with industry, USCG, NOAA, USDA, & ADEC. Conducted aerial observation training, wildlife hazing certification, HAZWOPER refresher, and boom deployment.

SPECIAL ANNOUNCEMENTS

- Current & Upcoming Exercises/Engagements:
  - 02OCT - Marathon Petroleum TTX
  - 06OCT - BlueCrest Alaska Functional Exercise
  - 29OCT - Savant/Badami TTX
  - 20NOV - Hilcorp spill response Functional Exercise
  - 16-18DEC - Kuparak Conoco Phillips Functional Exercise

Next Area Committee Meeting: November 12th 2025 UAA Gorsuch Commons

AREA COMMITTEE SUPPORT REQUESTS FOR ARRT

AWA Support Requests:

- Follow-up: Identify location to host Priority Protection Site GIS data.

AREA COMMITTEE CONTACTS

ADEC Area Planning website:
http://alaska.gov/go/7EKN

Contact us:

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PRINCE WILLIAM SOUND AREA COMMITTEE

Report to Alaska Regional Response Team
September 11, 2025

Andrew Watland USCG, LT Brad Ragan USCG, Julie Liford-Parker ADEC

AREA COMMITTEE UPDATE

Notable initiatives within Prince William Sound Area Committee:

- Polar Tankers (Conoco) Shippers Ex. held on 5/13-15/2025
- Valdez Marine Terminal Equipment Deployment Ex. held on 7/23/2025
- Petro Star Inc. Valdez Petroleum Terminal Ex. September 23, 2025.
- Valdez Marine Terminal FE upcoming 10/8/2025
- Fairwater Alaska Tankers (Crowley) FSE currently in planning phase 5/12-5/14/2026
- Copper River Delta Flats GRS Working Group in progress. Currently conducting site verifications and Open House public input in Cordova.
- Next Area Committee Meeting:
  - October 14th, 2025 (Valdez/Virtual)

AREA CONTINGENCY PLAN UPDATE

- Current Version (2020.1) signed 1/9/2023
- Plan updates:
  - Revision with new architecture and content changes was up for public comment: 7/2/2025 - 8/2/2025
  - Currently reviewing and editing draft with public comments

Proposed Copper River Delta GRS sites

CASE SUMMARY/ ENFORCEMENT

- Due to the summer tourism and fishing seasons, Valdez Marine terminal experienced more Security Zone Violations. MSU Valdez tracks these violations, while Station Valdez is the responding CG asset.
- July 25th 2025, 5000 gal of crude oil released due to Pipeline leak above ground at Petro Star Valdez Refinery. Land impacted.

Port Valdez Security Zone

Corroded piping leak

SPECIAL ANNOUNCEMENTS

New Personnel

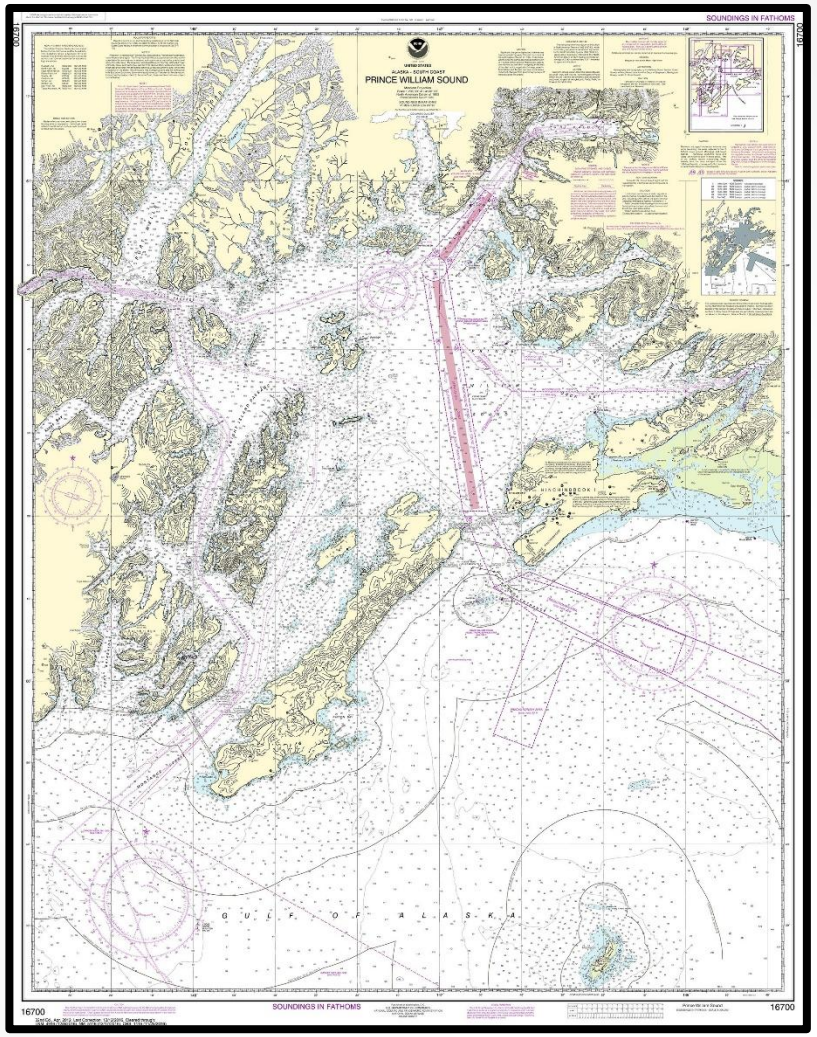
- LT. Bradley Ragan (USCG MSU Valdez)
  - Incident Management Division Chief
  - Emergency Manager

LT Bradley Ragan and his daughter

AREA COMMITTEE NEEDS FOR ALASKA RRT SUPPORT

- None at this time

PWS Commercial Salmon Fishery



PWS Nautical Chart

AREA COMMITTEE CONTACTS

ADEC Area Planning website:

http://alaska.gov/go/7EKN

Contact us:

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Andrew.M.Watland2@uscg.mil

Bradley.L.Ragan@uscg.mil

VMT Equipment Deployment Exercise.
Self-Propelled Skimmer, Boom and Support Vessels

SOUTHEAST ALASKA AREA COMMITTEE

Report to Alaska Regional Response Team
September 11, 2025

LT Lindsay Wheeler (USCG)
Rachael Krajewski (ADEC)

AREA COMMITTEE UPDATE

- **Last Area Committee Meeting on May 22, 2025**
  - **Sitka, AK**
  - **Agenda Items:** ADEC/USCG Spill Response Caches, Glacial Lake Outburst Flood Preparedness, sr-UAS for Maritime Response and GRS Validations, USCG National Strike Force capabilities
- **Next meeting on October 16, 2025**
  - **Juneau, AK**
  - **Agenda Items:** AK DNR Derelict Vessel Reimbursement program, NOAA SSC (Liza Sanden) support, GLOF Response

- Recent Initiatives:
  - **Tactics Exercise/GRS Validation – April 22-25 2025 – Glacier Bay National Park**

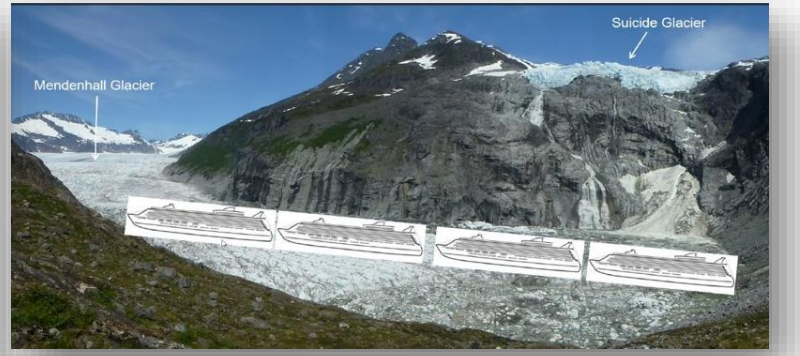
F/V ELLIE IV, sank in Sitka on 10 November 10, 2024.

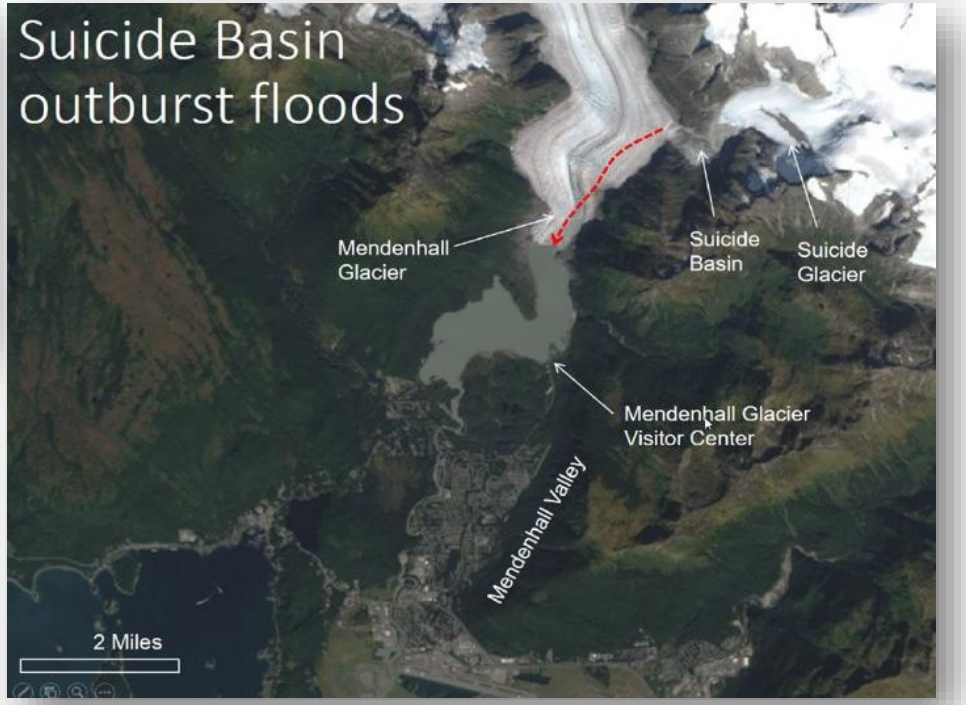
AREA CONTINGENCY PLAN UPDATE

- Latest Version: March, 2021
- Updates for SEAK's ACP are currently being aligned IAW Sponsorship Model.
- SEAK's ACP update is anticipated for October, 2025.

JUNEAU GLACIAL LAKE OUTBURST FLOOD (GLOF): BACKGROUND

- GLOF's from the Suicide Basin near the Mendenhall Glacier, have been occurring annually since 2011.
- 2023 & 2024 were record breaking years, causing major property and infrastructure damage, and resulted in many spills to land and water.
- 2024 -2025: In partnership with the Army Corp of Engineers, the City and Borough of Juneau installed ~2.5 miles of HESCO Barriers along the Mendenhall River





JUNEAU GLACIER LAKE OUTBURST FLOOD 2025 UNIFIED COMMAND RESPONSE

- August 12th: in anticipation of Mendenhall River reaching flooding, DEC and USCG conducted an initial Shoreline Cleanup and Assessment Technique (SCAT) surveys along the Mendenhall River.
- August 12: National Weather Service confirmed the outburst was underway
- August 13: Mendenhall Lake gauge crested at 16.65 ft, the highest on record. Barriers held and largely contained the inundation.
- August 14: SCAT surveys, UAS flights, and USCG STA Juneau assessments with no spills of oil observed.

OTHER ACCOMPLISHMENTS

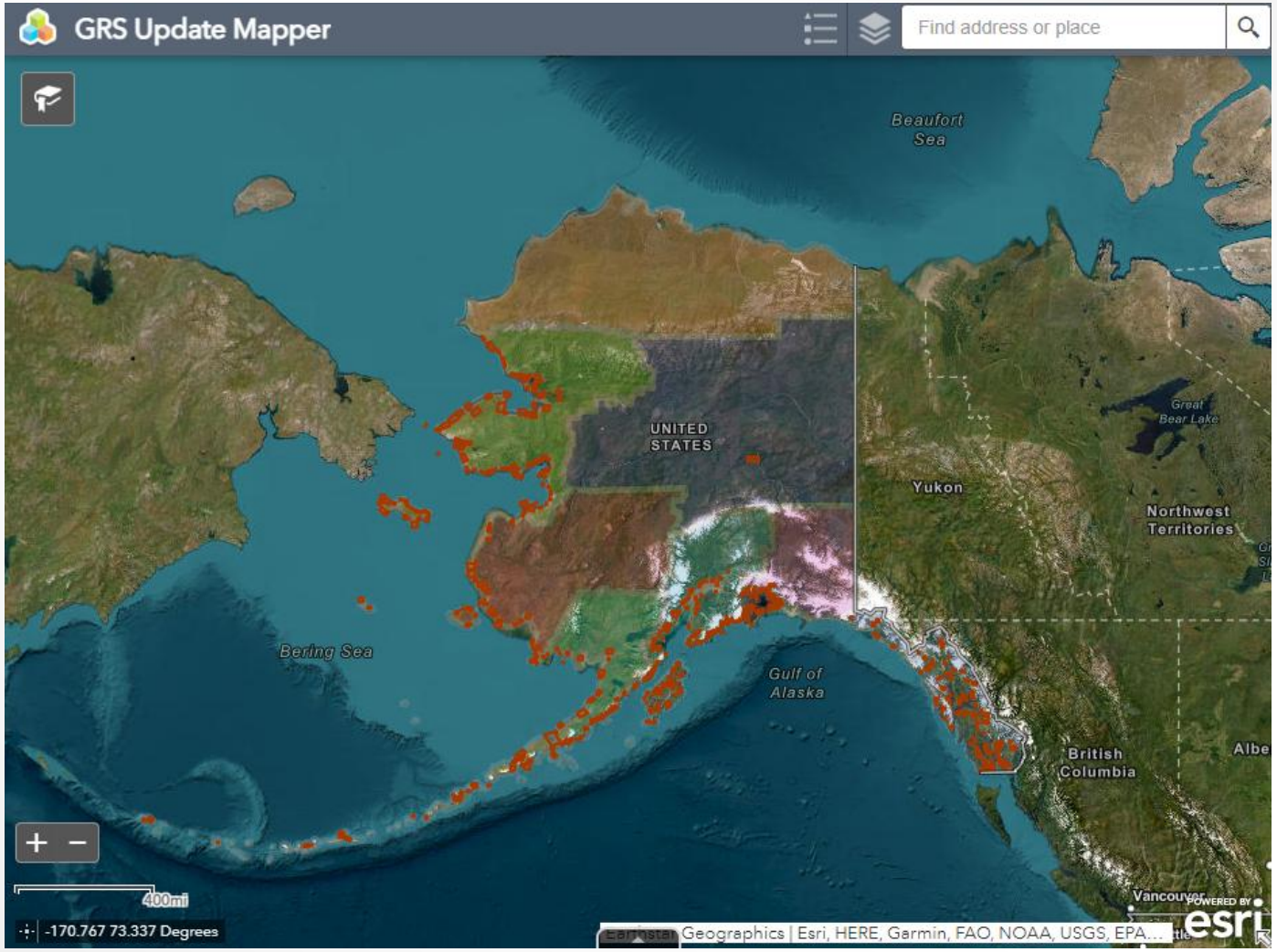
- Berg Bay, Glacier National Park GRS was validated w/ Glacier National Park and Sector Southeast Alaska staff. Sector Southeast Alaska provided aerial drone imagery and support.
- ADEC staff visited Wrangell to conduct an inventory of their response cache and conduct community outreach with spill response partners.
- SEAPRO flew their drone for a reconnaissance survey of Petroglyph Beach GRS in Wrangell.

NEAR-MISS
TRACY ARM LANDSLIDE-GENERATED TSUNAMI

- August 10th : Massive South Sawyer Glacier slop collapse in the early morning triggered ~100 ft tsunami in Tracy Arm, waves detected in Juneau.
- No Casualties Reported: Event swept kayak/camping gear but no injuries/fatalities.
- Ongoing Hazard: Unstable slopes may generate future slides and tsunamis; USGS conducting analysis and monitoring.
- Key Takeaway: A near-miss – Cruise ships, tour boats, and charters all scheduled to transit Tracy Arm just hours later; event could have been catastrophic if there had been vessel traffic at the time.

AREA COMMITTEE NEEDS FOR ALASKA RRT SUPPORT

- Continued support for exploration of GRS documents to GIS format and improvement of technology to conduct validations with modeling software



AREA COMMITTEE CONTACT

ADEC Area Planning website:

http://alaska.gov/go/7EKN

Sunken F/V ELLIE IV in Sitka.

INLAND AREA COMMITTEE

Report to Alaska Regional Response Team
9/11/2025

Kimberley Maher (ADEC)
Bob Whittier (EPA)

INLAND AREA COMMITTEE UPDATE

- **Meetings**
  - Last Meeting 10/24/24
  - Next meeting tentatively planned for 12/2/25
- **Working Groups:**
  - **Administrative:** Content Revisions currently planned for 2026. On Hold
  - **Hazardous Substance Response:** Task Update ACP Chapter 7000 & HazSub Job Aid. On Hold
  - **Response Logistics:** Task Update Chapter 5000 Logistics & Logistics Job Aid. On Hold
- **Training and Exercises:**
  - Participated in the Alyeska Pipeline Minton Creek (combined Resource Exercise) CRE, IMT and field deployment, on 8/21 and the IMT training exercise on 8/20
  - Santos IMT tabletop exercise 9/9
  - Alyeska Pipeline deployment only CRE 10/2
  - Great Bear IMT tabletop exercise 10/21
  - Conoco Phillips Mutual Aid Drill (MAD) IMT and field deployment 12/15-12/18

INLAND AREA CONTINGENCY PLAN UPDATE

- **Version 2020.2 was approved and posted April 2025**
- **Plan updates:**
  - Public review and response to comments concluded.
  - Various administrative updates throughout.
  - Updated entire plan to new USCG format. Stuff ….Include review status
- **Next Steps:**
  - Content revisions will begin after the administrative updates to the three other Alaska ACPs and RCP, likely some time in 2026.
  - Working groups are inactive but will be re-evaluated at the next Inland Area Committee meeting

CASE SUMMARY: 5/14/25 RED DOG MINE PROCESS WATER RELEASE

- On May 14, 2025, Red Dog Mine had a release of process water initially estimated at 400,000 gallons but later revised to 170,000 gallons.
- Process water has the potential to contain zinc, lead, cadmium, and tailing sediments.
- The release affected the tundra, with about 1,000 gallons entering Red Dog Creek.
- Multiple response tactics were deployed:
  - A trench was dug across the road to redirect the spill into a lined containment area.
  - Containment berms to keep release on the gravel pad.
  - Vacuum trucks recovered approximately 9,700 gallons of process water
  - Most solids in the process water naturally settled on the gravel infrastructure.
  - 870 cubic yards of surface material was recovered from inside containment berm.

CASE SUMMARY: 5/14/25 RED DOG MINE PROCESS WATER RELEASE

- Repairs and modifications were made to the road and existing snow berms to direct future runoff into secondary containment and away from sensitive areas.
- Lead was identified as the contaminant of concern based on a sample of the process water collected near where the spill entered tundra and Red Dog Creek.
- The zinc and cadmium results were below DEC regulatory cleanup levels.
- An additional water sample was collected from a location downstream of the release for analysis. No impacts to fish or other wildlife were observed.

CASE SUMMARY: 3/1/25 COLVILLE NORTH SLOPE TRUCK ROLLOVER

- March 1, 2025, a truck operated by Colville, Inc., spilled about 1,909 gallons of diesel fuel onto the tundra through vent pipes; the tank was not punctured.
- The discharge occurred on the southeast side of the road approximately 400 feet southwest of the intersection of the Kuparuk, Spine, and Milne Point Roads.
- Cleanup coordination involved the DNR State Pipeline Coordinator Section and right-of-way lease holders due to the spill's impact on a nearby pipeline right-of-way.
- Initial response included
  - Recovering the disabled tanker.
  - Removal and containerizing contaminated snow.
  - Collection of phase-separated product using vacuum trucks.
- Approximately 1,828 gallons of diesel recovered
  - An estimated 1,178 gallons from the snow/diesel mix.
  - 650 gallons of phase-separated product recovered by vacuum trucks.

CASE SUMMARY: 3/1/25 COLVILLE NORTH SLOPE TRUCK ROLLOVER

- Warm water flushing operations were conducted April 23-24, 2025.
- A total of 3,780 gallons of hot water were used during the flushing operation.
- Colville processed the suctioned water, recovering water contaminated with sheen.
- No free phase product was observed.
- During the initial phase of the flushing operation, a sheen and odor were observed.
- By the end of the operation, neither sheen nor odor were present.
- No impacts to wildlife were observed.

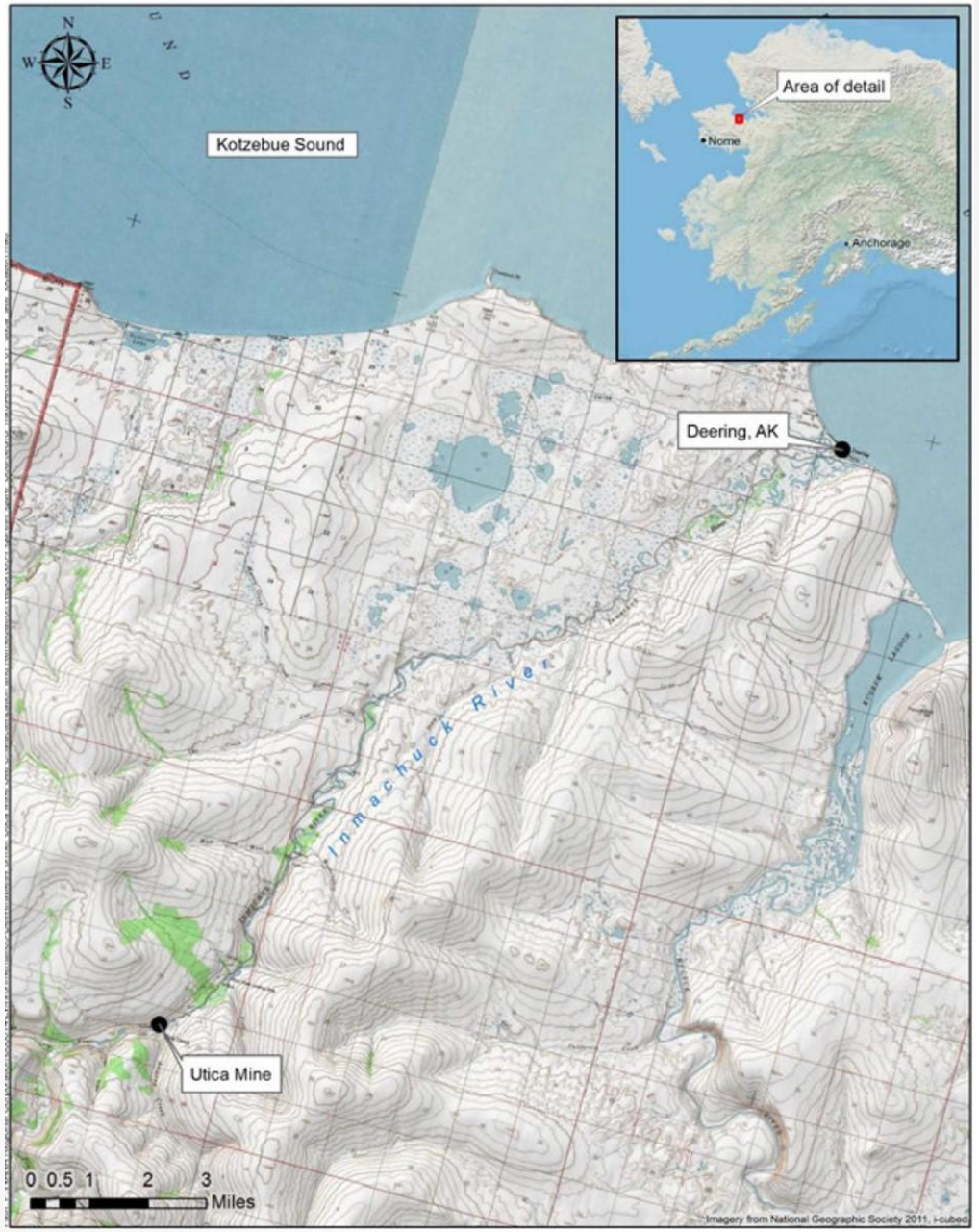
Additional monitoring occurred during spring snow melt to maintain sorbent booms at the site. Confirmation samples were taken in July, still awaiting results.

CASE SUMMARY – FORMER NABESNA MINE

- Woking in conjunction with the National Park Service
- Access Agreement pending for the private parcel with mill.
- Removal Site Evaluation planned for next spring to address other hazardous substances, further evaluation of mine tailings
- Structural assessment of the processing mill since its on the National Historic Register, Section 106 Historic Properties
- Potential interim Time Critical Removal Action

CASE SUMMARY: FORMER UTICA MINE ANSCA SITE

- **Site History and Contamination:**
  - 18-mile road and a 10-acre former gold mine camp along the west bank of the Inmachuk River, Deering's drinking water source.
  - Operated from 1903 until the 1980s.
  - NANA acquired the site in 1991 through ANSCA
  - A 2005 assessment revealed contamination, drums of unknown substances including benzene and heavy metals (mercury, lead arsenic, chromium).



CASE SUMMARY: FORMER UTICA MINE ANSCA SITE

- **Previous Remediation:**
  - 2007 NANA conducted additional site characterization.
  - 2008-2010 cleanup actions were conducted on site including fluid removal from vehicles, asbestos identification, drum characterization and stockpiling of contaminated material. Including a monofill for inter waste and one drum of asbestos.
  - 2012-2014 additional field work was done to assess remaining contamination and consolidate manage stockpiles of contaminated materials.

EPA Actions

September 2024 EPA conducted a Removal Site Evaluation (RSE).
The RSE revealed substantial contamination, with compromised stockpiles and drum liners failing to adequately contain materials, posing health and environmental risks.
The 18-mile access road is only navigable via ATVs due to washouts and will require repairs to support future removal actions.
June 2025 EPA conducted another Site visit to more thoroughly evaluate the access road for repairs and assess potential repository locations on the site.

CASE SUMMARY: FORMER UTICA MINE ANSCA SITE

- **EPA Next Steps**
  - October 2025 site visit to collect geophysical data for repository design and community meeting.
  - Planning to conduct a Time Critical Removal Action in Summer 2026.

SPECIAL ANNOUNCEMENTS

EPA – Alaska Planner position is currently empty. No timeline on potential replacement. Stephanie Wenning, current Alaska RRT alternate co-chair is performing some of the EPA planner duties.

AREA COMMITTEE NEEDS FOR ALASKA RRT SUPPORT

- None at this time

AREA COMMITTEE CONTACTS

ADEC Area Planning website:

http://alaska.gov/go/7EKN

LUNCH

Meeting will restart at 1:00 PM (AKST)

- If you want to offer a public comment, sign up in “Chat” or the sign-up sheet located in the room
- Must sign up by the end of this lunch break.

WELCOME BACK

Member sign in

www.AlaskaRRT.org

AFTERNOON AGENDA

1:00	Western Alaska Oil Spill Planning Criteria Update (15 Minutes)
1:15	DRAT Response Equipment Capability (30 Minutes)
	1:45-2:00 BREAK
2:00	Alaska Chadux Network – Strategic Tracking Alerting & Response System – STARS (30 Minutes)
2:30	Denali Commission – Bulk Fuel Aggregation Study (30 Minutes)
3:00	Using Social Science to Develop Community Engagement Protocols (30 Minutes)

WESTERN ALASKA OIL SPILL PLANNING CRITERIA UPDATE

U.S. Coast Guard
WAKOSPC Update

Office of Marine Environmental Response Policy (CG-MER)

September, 2025, N. HATFIELD, WAKOSPC Program Manager

WAKOSPC & NPC Appropriateness

- **Title 33 of the Code of Federal Regulations (CFR) Subpart 155.1065/5067 states:**

"When the owner or operator of a vessel believes that national planning criteria contained elsewhere in this part are inappropriate to the vessel for the areas in which it is intended to operate, the owner or operator may request acceptance of alternative planning criteria by the Coast Guard."

WAKOSPC & NPC Appropriateness

- **The 2022 Don Young Coast Guard Authorization Act, which mandated the Creation of the Western Alaska Oil Spill Planning Criteria, states:**

"In any case in which the Secretary has determined that the national planning criteria established pursuant to this subsection are inappropriate for a vessel operating in the area of responsibility of the Western Alaska Captain of the Port Zone…"

WAKOSPC & NPC Appropriateness

What is “appropriate”?

- The need to define appropriate is the current point of focus for WAKOSPC.

- Challenges of defining "appropriateness”:

  - Appropriateness has been historically defined as where NPC is achievable, and achievable has been based on OSRO capability. While this is a major consideration, it is not the only factor to consider when defining appropriateness.

  - There are numerous variables & factors to consider in determining/defining appropriateness as it relates to NPC and WAKOSPC such as:

    - Operating environment
    - Achievability
    - Response Resource Needs
    - Infrastructure

WAKOSPC & NPC Appropriateness

➢ WAKOSPC Outlook for Next Year

- ➢ Establish common acceptance for variables to consider in defining appropriateness as it relates to NPC & WAKOSPC
- ➢ Submit Regulatory Project Proposal (RPP)
- ➢ Publish Notice of Proposed Rule Making (NPRM)
  - ➢ Adjudicate Notice and Comment

WAKOSPC & NPC Appropriateness

➢ WAKOSPC Comment & Feedback Resources:

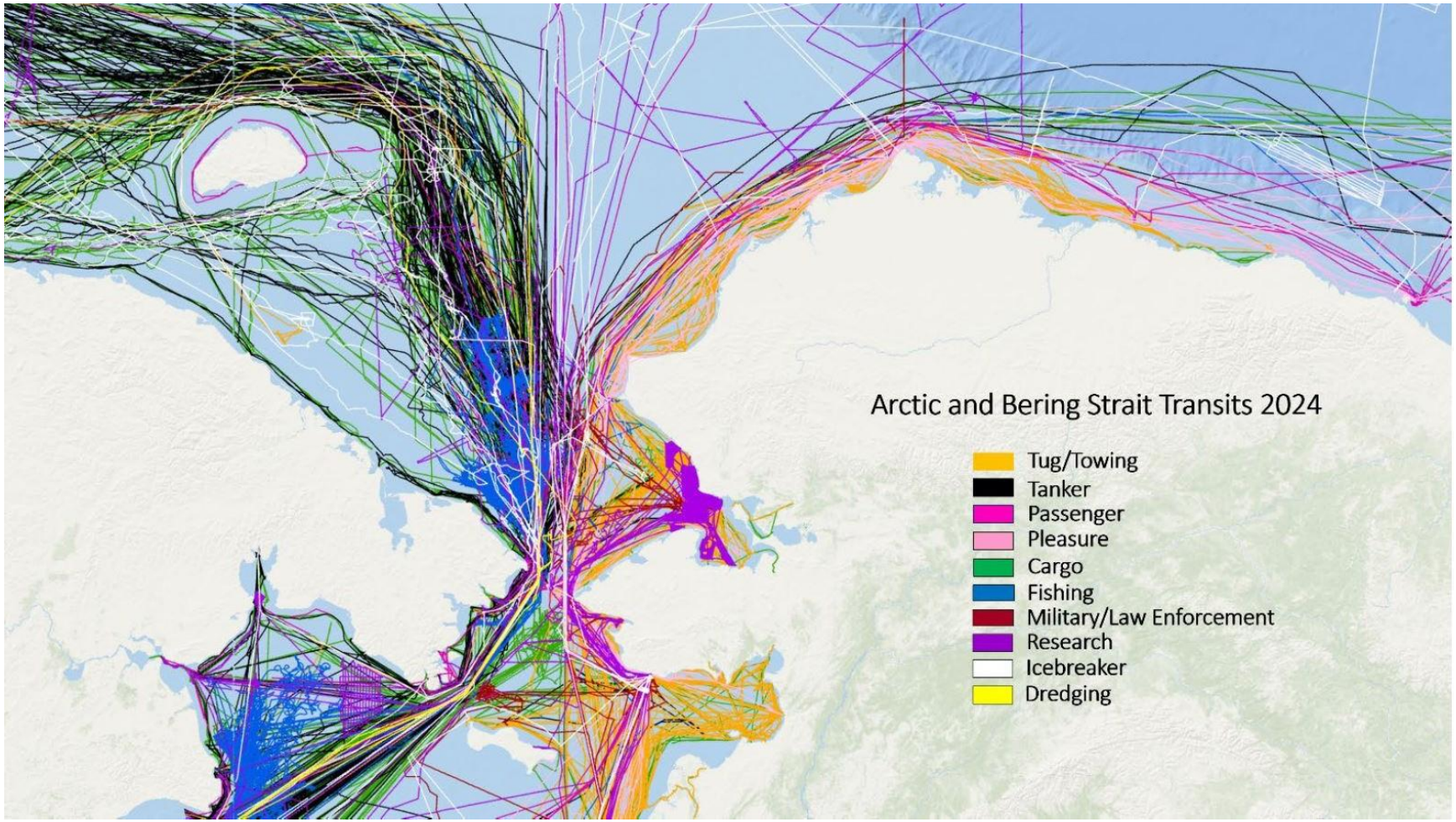
- ➢ **WAKOSPC Program Manager:**
  - ➢ **Nathan Hatfield, Nathan.w.hatfield1@uscg.mil, 571-610-6314**
- ➢ **Maritime Oil-spill Response Plan Advisory Group (MORPAG)**
  Email: USCGMORPAG@uscg.onmicrosoft.com.
- ➢ **Feedback Form: https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Response-Policy-CG-5R/Office-of-Incident-Management-Preparedness-CG-5RI/Marine-Environmental-Response-CG-MER/MER-4/**
  - ➢ **Google: "Coast Guard MER feedback form MORPAG WAKOSPC"**

DRAT RESPONSE EQUIPMENT CAPABILITY

Response Capability IVO Bering Strait

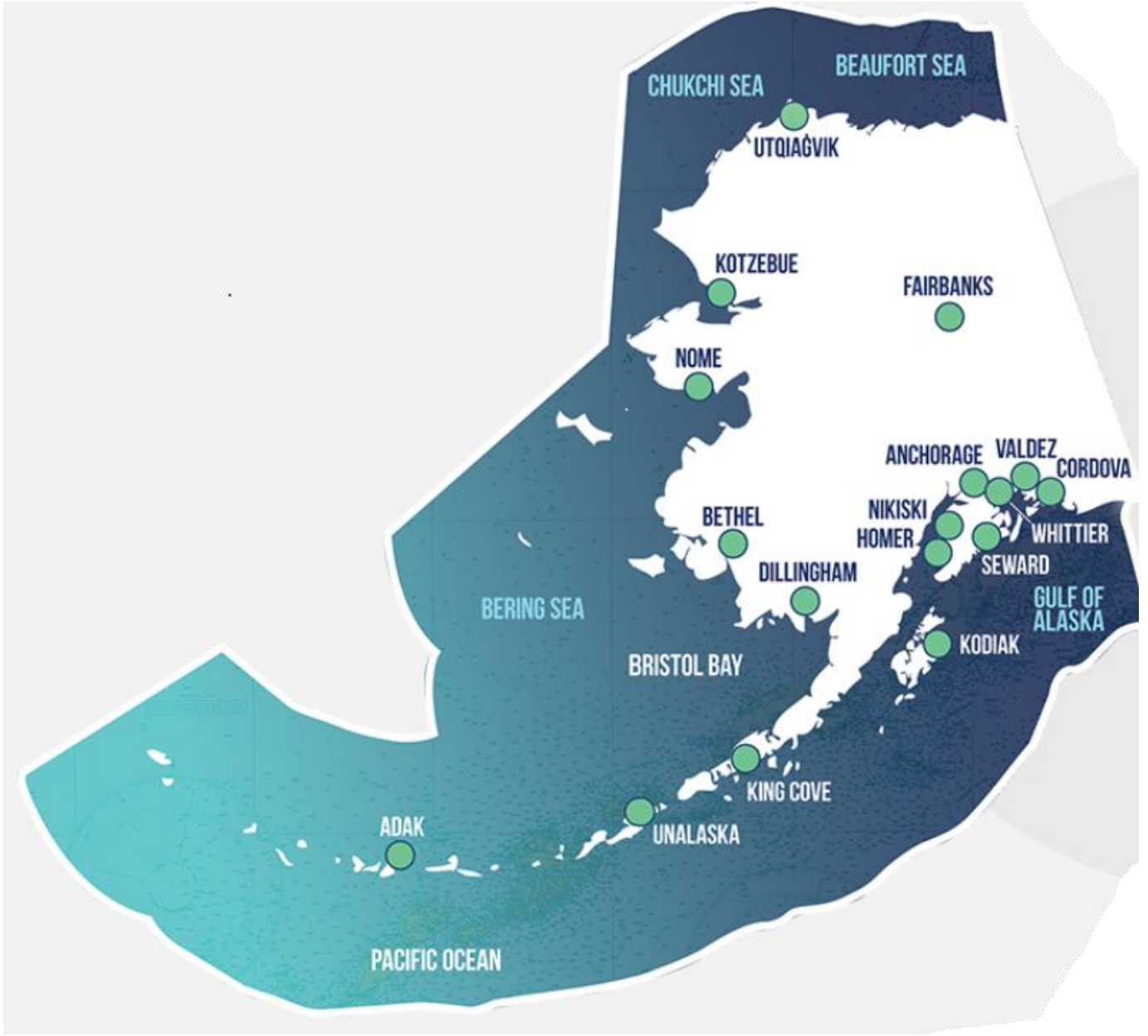
Distance

- Air Miles: 663
- Driving Route: 1,223



Increased Traffic

ACN Response Hubs



1-Call Response Hubs

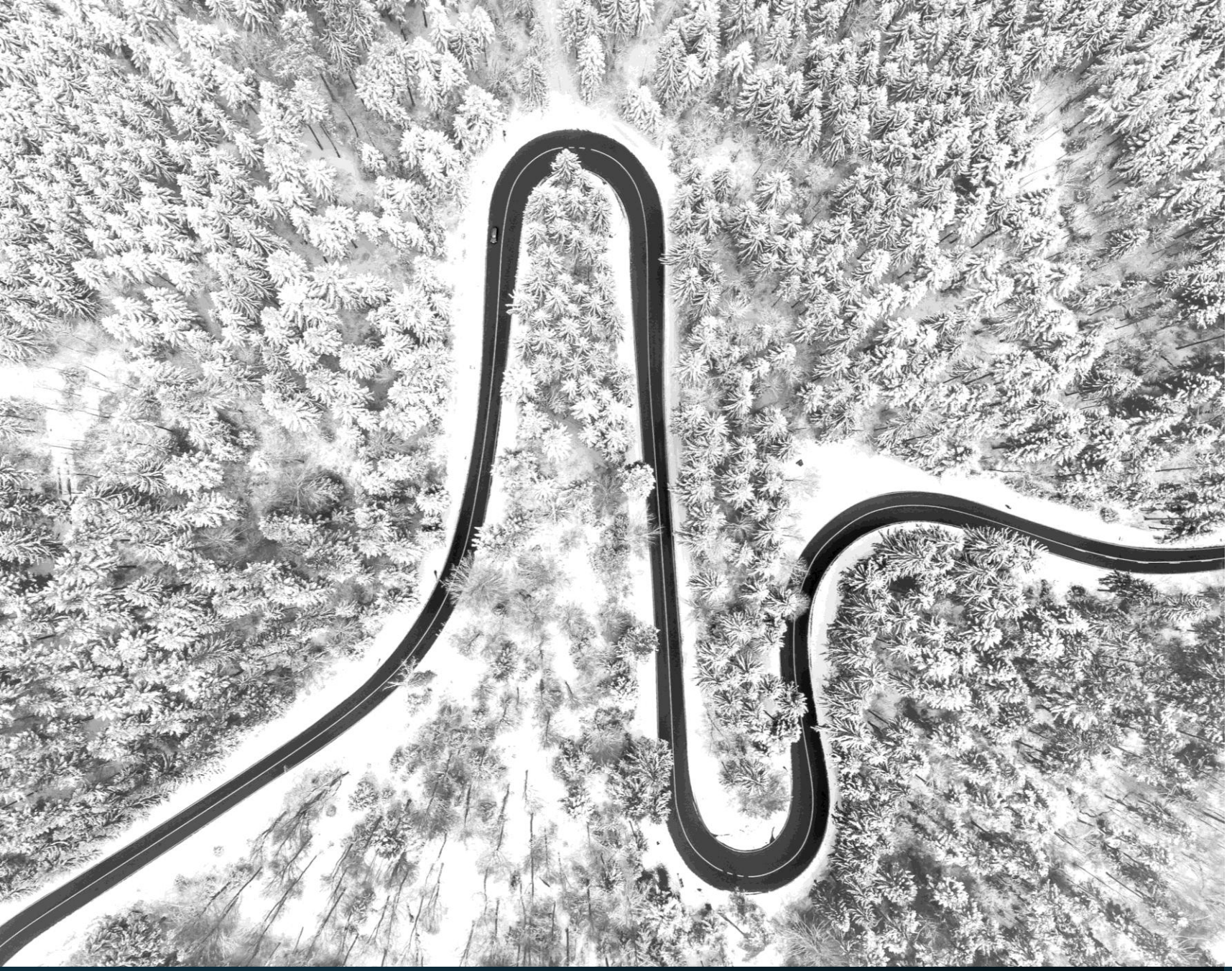
Community Response Hubs

DoD – Navy Supervisor of Salvage & Diving (SUPSALV)

- Stockpiles of emergency response equipment through Emergency Ship Salvage Material System (ESSM)
- Sites include east and west coast of the United States, Hawaii, & Alaska
- Assigned as one of the “Special Teams” available to the FOSC within the NCP
- Requested by any OSC through existing agreements with the USCG, USACE, or tasked by higher military authority
- 72-hour lead time

Coast Guard & SUPSALV

- MOU to conduct 4 joint exercises annually
- 2 on Juniper Class Buoy Tender
- 2 at OHMSETT or ESSM bases



Road Ahead

- JCP exercise – 2023
- Current Buster deployment in Kodiak – 2026
- Exercise logistical challenges to more remote locations
- Housing equipment IVO Bering Strait

Questions?

ALASKA CHADUX NETWORK – STRATEGIC TRACKING ALERTING & RESPONSE SYSTEM – STARS

ALASKA
Chaduҳ
Network
PREVENT / RESPOND / PIONEER

Prevention Focused – Response Ready

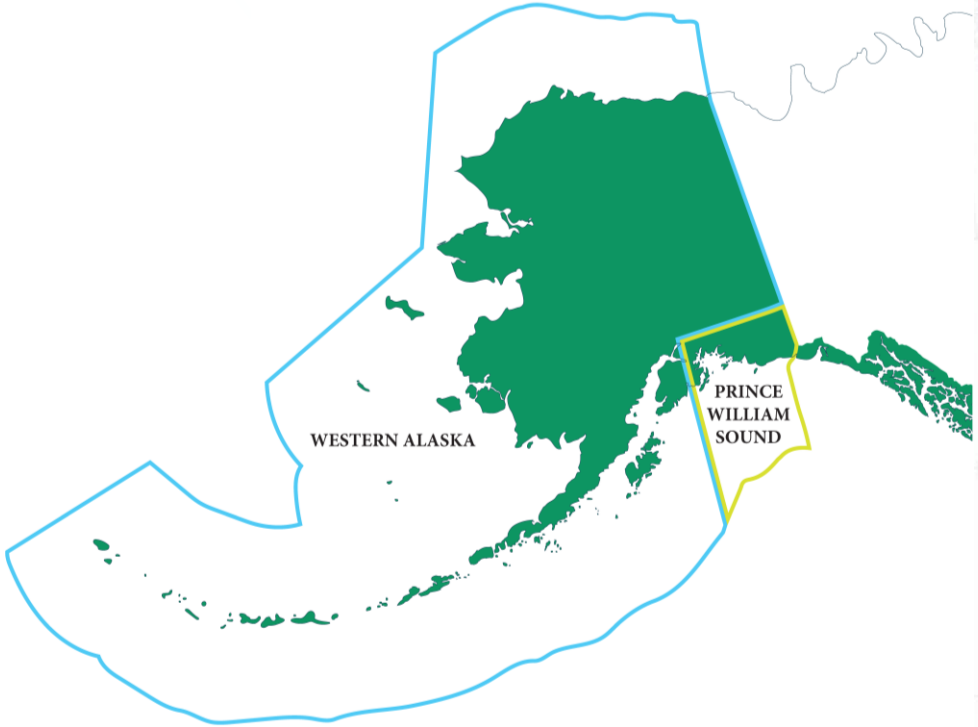
Alaska Regional Response Team
September 11, 2025

Outline

- About Alaska Chaduˆ Network
- What is STARS?
- STARS
  - Preparedness
  - Risk Mitigation
  - Response
- STARS Demo
- Next Steps

Background

- Founded in 1993
- Nonprofit focused on:
  - Preventing oil spills
  - Responding with Alaska-proven resources
  - Pioneering new technology
- USCG classified OSRO (#93)
- State of Alaska
  - Primary Response Action Contractor (PRAC)
  - Streamline Cleanup Contractor (SCC)



Overall Coverage Area

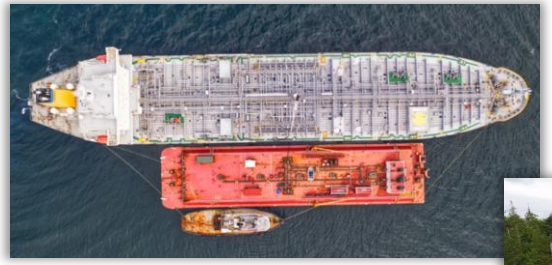
- ~1.5 million sq miles ocean
- Onshore & Interior Alaska

Operating Environment

- Open Ocean
- Offshore
- Nearshore
- Inland
- Rivers & Canals
- Interior

Member Company Types

Tank Vessel



Tank Barge

Fishing Vessels

Nontank Vessel

Railroad

Exploration Drilling

Tank Farm

Tank Facility & Refineries

ALASKA Chaduҳ Network

PREVENT / RESPOND / PIONEER

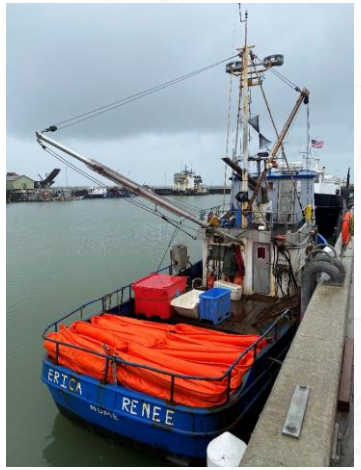
Response Capabilities

Mechanical Recovery

- 78,000+ bbls total EDRC in inventory
- Sorbent Materials

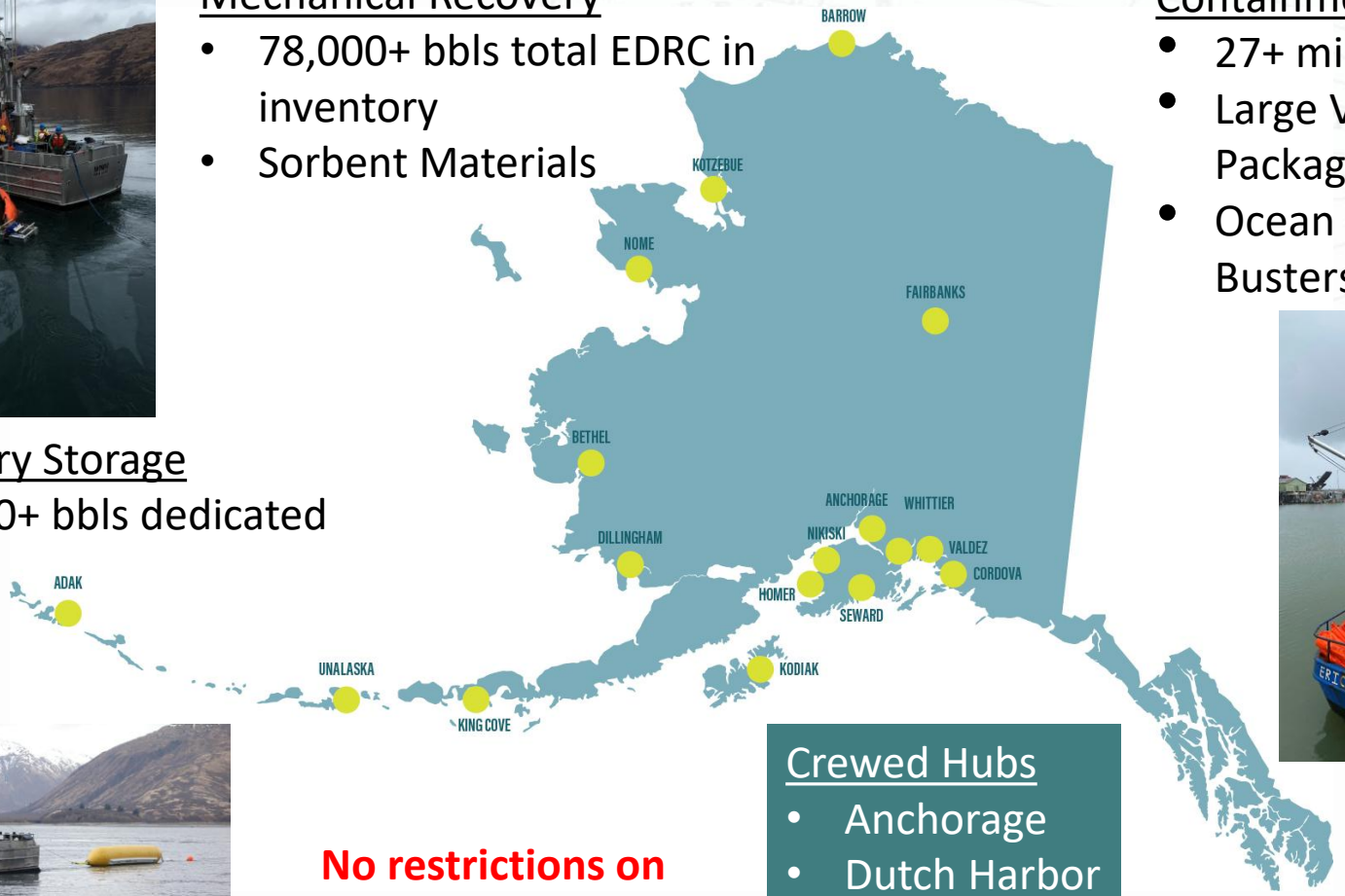
Containment

- 27+ miles of boom
- Large Vessel Booming Packages (2x)
- Ocean & Harbor Busters



Temporary Storage

- 36,000+ bbls dedicated total



Crewed Hubs

- Anchorage
- Dutch Harbor

No restrictions on moving equipment within COTP zones

ALASKA Chadux Network

PREVENT / RESPOND / PIONEER

Resources of Opportunity & Emergency Towing Access Program

Vessel of Opportunity

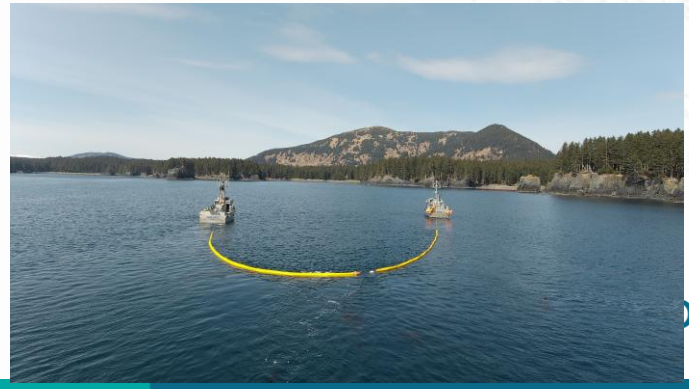
- 60+ pre-contracted vessels in 9 ports in WAK and PWS
- Vetted and trained
- 80+ additional vessels identified

Barge of Opportunity

- ~ 30 tank barges in program
- ~ 800,000 bbls of on-water storage
- Associated tug vessels
- Assortment of Spill Response Equipment aboard each barge (e.g., boom, skimmers, skiff)

Emergency Towing Access Program

- 14 companies signed the agreement
- Provides access to 90+ tugs



ALASKA Chaduҳ Network

/ PIONEER

Other Capabilities

Dispersants

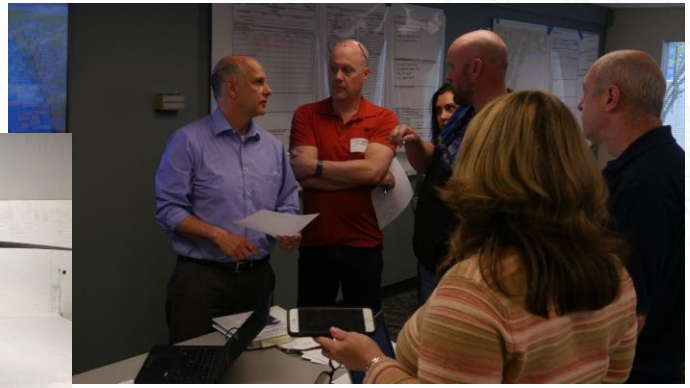
In Situ Burning

Non-Floating Oil

Wildlife

Aerial Observers & Drone Certified

Incident Management & Command Post



PREVENT / RESPOND / PIONEER

What is STARS?

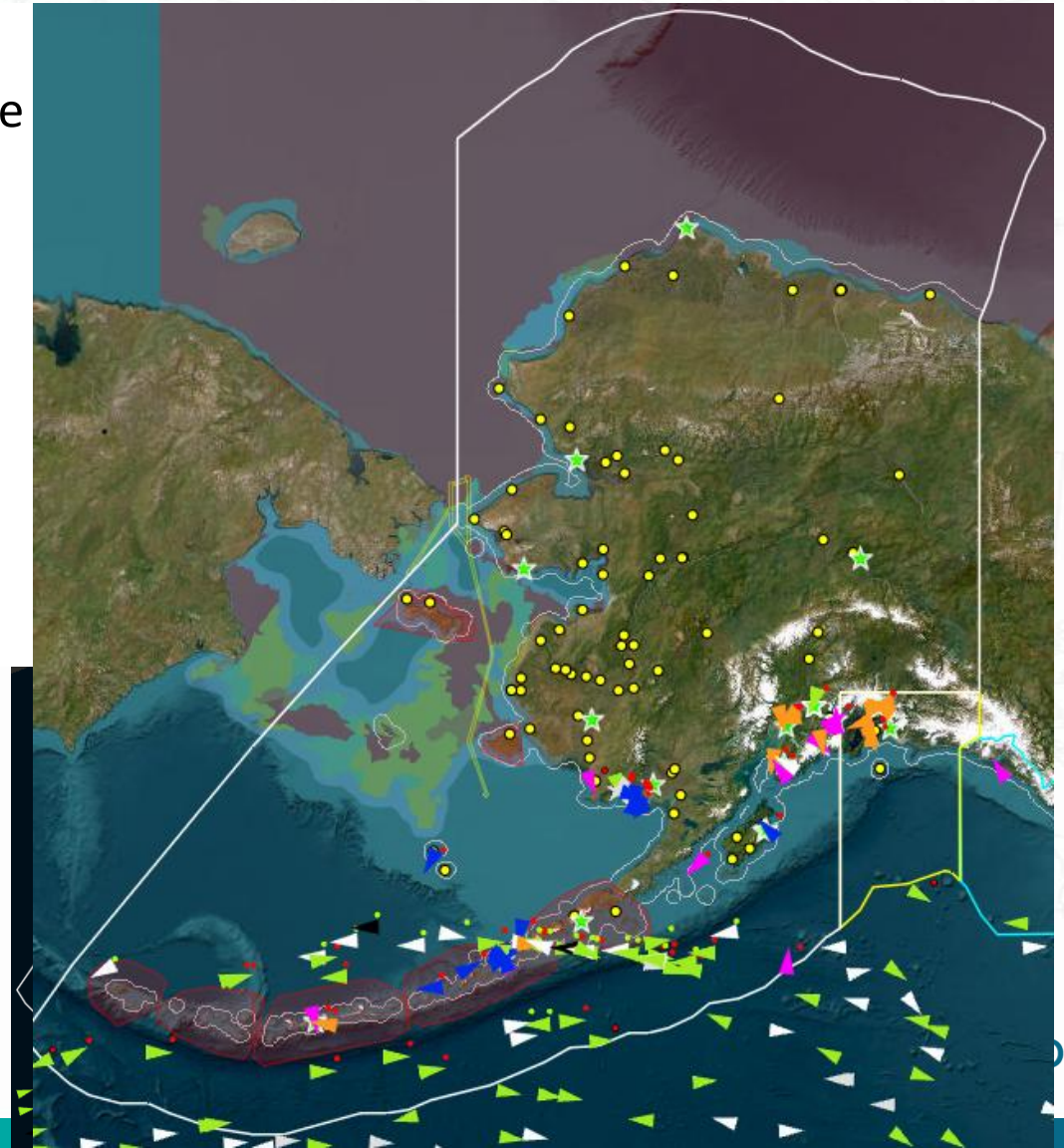
- Fully integrated oil spill risk mitigation & response platform built on GIS Platform
- Delivers real-time situational awareness for early detection and rapid response
- Coordinated deployment of resources and mitigation strategies
- Next Generation tool using real-time data to expedite decision-making process
- Serves as Common Operating Picture during response

Data Layers

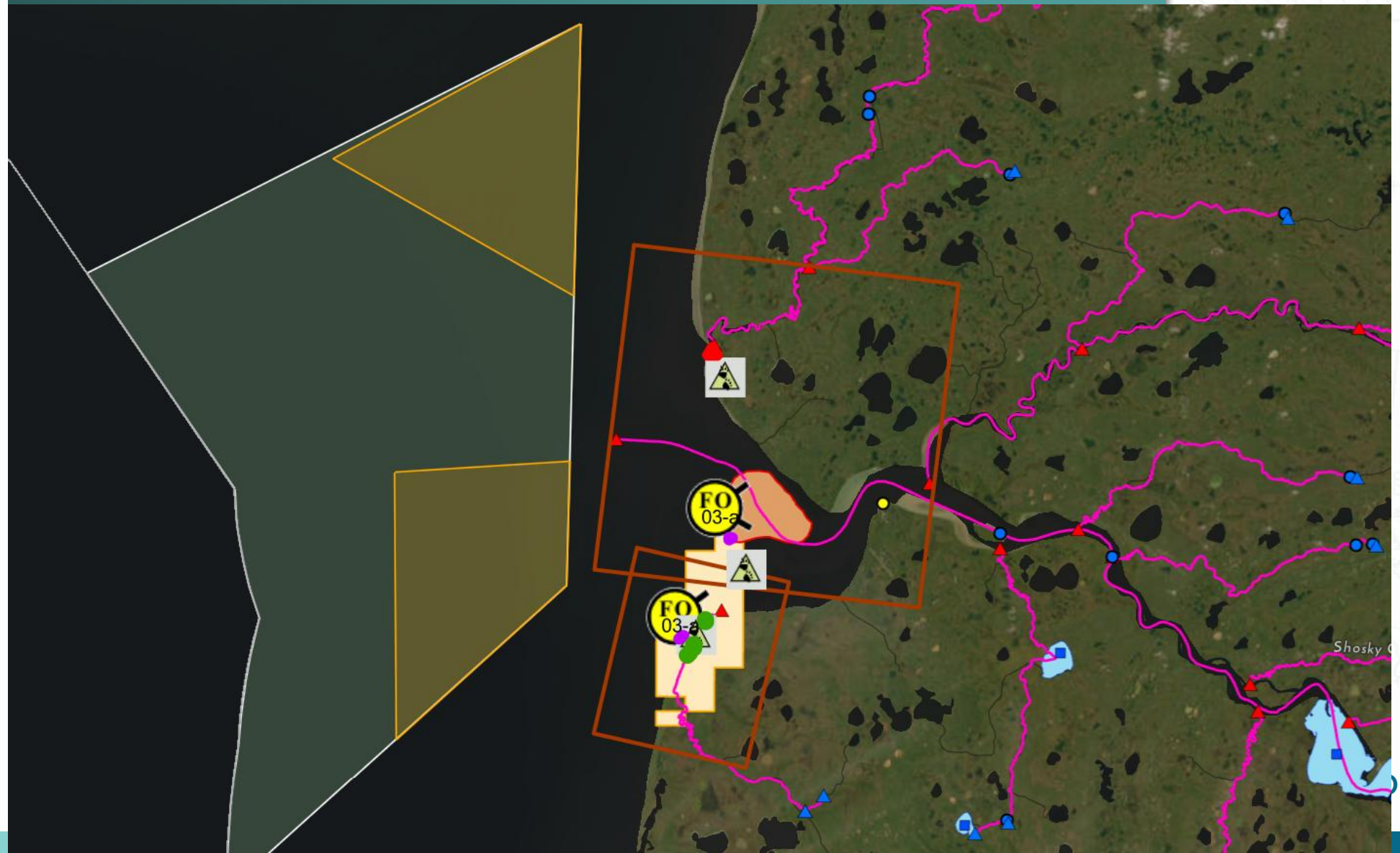
- **Vessel location** using real-time satellite and terrestrial AIS
- **Weather** conditions, Sea Ice, Tides
- **Geographic Response Strategies** (GRSs)
- IMO **Areas to be Avoided** (ATBAs)
- **Tanker Lightering Areas** in Western Alaska
- Commercial **aircraft** tracking
- **Wildlife** sensitive areas & critical habitat
- ACN Member **facilities**
- ACN **equipment hub** locations
- ADEC **Contaminated sites**
- **Wildland fires**
- **NOAA Charts**
- Potential Places of Refuse (**PPORs**)
- **Land Ownership**
- **Infrastructure** – community info, airports, roads & trails, railroad

Monitoring Center

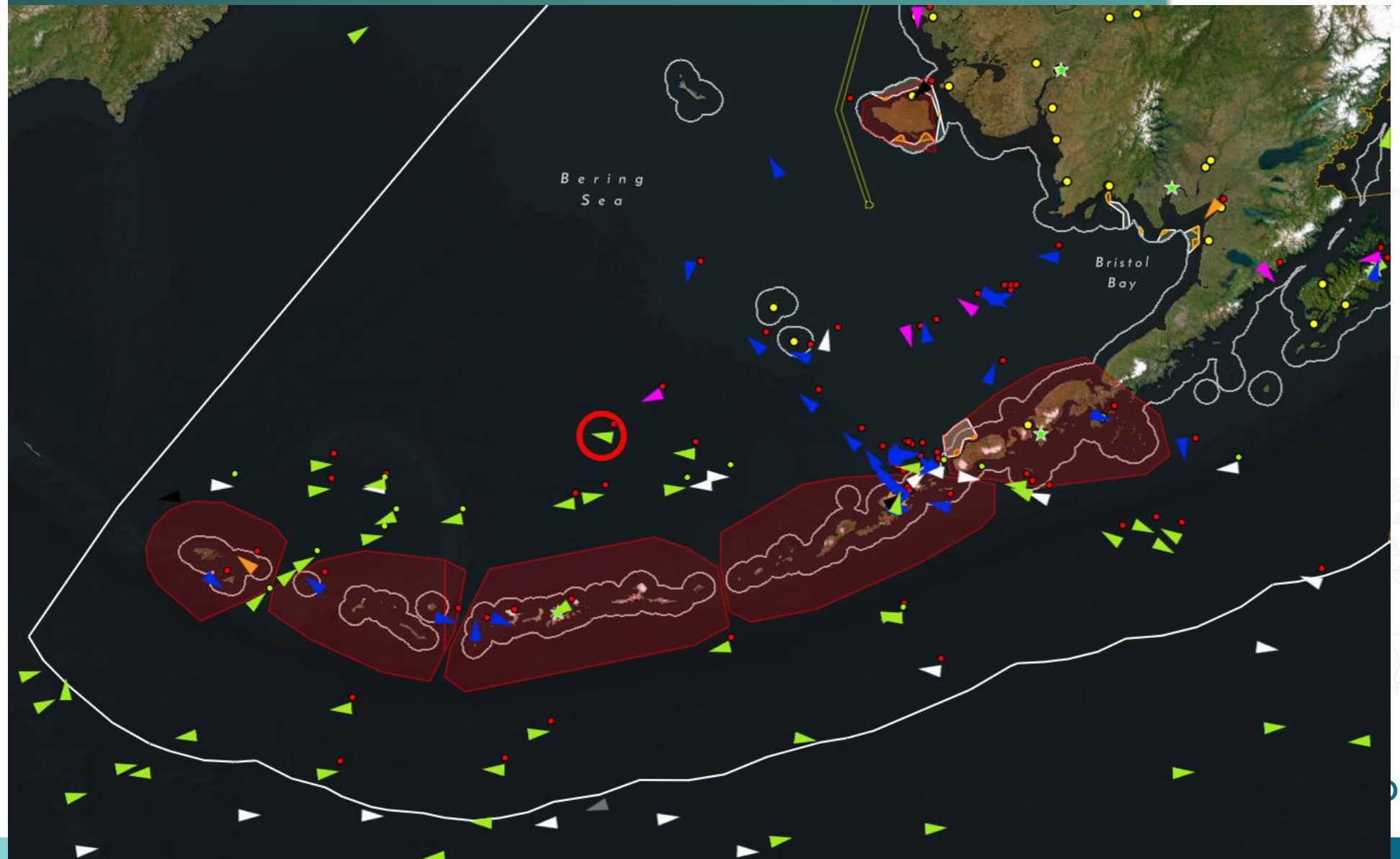
- Provides continuous oversight and rapid response capabilities to ensure the safety of Alaska's waters, coastlines, and communities.
- **24/7 Staffed in Anchorage**
  - Proactive Engagement
  - Advanced Risk Detection
  - Compliance Validation
  - Emergency Assistance
  - Seamless Response Coordination



STARS - Preparedness



STARS – Risk Mitigation



STARS – Response

Alaska Chadûx Network Information

Last AIS Update	9/1/2025, 8:14 PM
Vessel Name	MAHO CORAL
IMO#	9780706
Vessel Type	Bulk Carrier
Nav. Status	Under Way Using Engine
Speed (Knots)	2.4
Flag	PANAMA
Length	127
Gross Tons	9,967
ACN Compliance Coverage	NTV - Federal APC Only
Longitude	-175.38
Latitude	54.99
Last Port	Everett, Washington
Next Port	Tokyo, Japan
Innocent Passage	No

Planholder	YS MARINE CO., LTD. - Nontank Vessel
QI Provider	Gallagher Marine Systems
SMFF Provider	DonJon-SMIT
Vessel Email Address	master.MAHOCORAL@fleetmail.inmarsat.com
Vessel Phone #	(1) 210 888 8901 Ship's Office Telephone
Date Entered Alaska EEZ	8/28/2025, 8:59 PM
Distillate (Non-Persistant) Fuel Total (bbls)	366
Residual (Persistant) Fuel Total (bbls)	2,364
Fuel Total (bbls)	2,730
Percent of WCD	0.52
WCD (bbls)	5,219
Vessel in Ballast Condition	No

STARS – Field Operations

Live Demo

STRATEGIC TRACKING, ALERTING, & RESPONSE SYSTEM

STARS – Next Steps

- **Expand Layers & Data Fields**
  - Drone Imagery
  - Spill Trajectory Modeling
  - Field Tools
  - Asset Tracking
  - Facility Response Plans
- **Incorporate Artificial Intelligence and Machine Learning**
  - Daily Report & Dashboards
  - Develop Incident Action Plans (IAPs) & other response plans
  - Assist with the Net Environmental Benefit Analysis (NEBA)
  - Fuel Collection Data Analysis
  - Historical Vessel Traffic Analysis and Risk

Thank You

Questions

Buddy.Custard@alaskaosro.org
Steven.Gabelein@alaskaosro.org
www.AlaskaOSRO.org

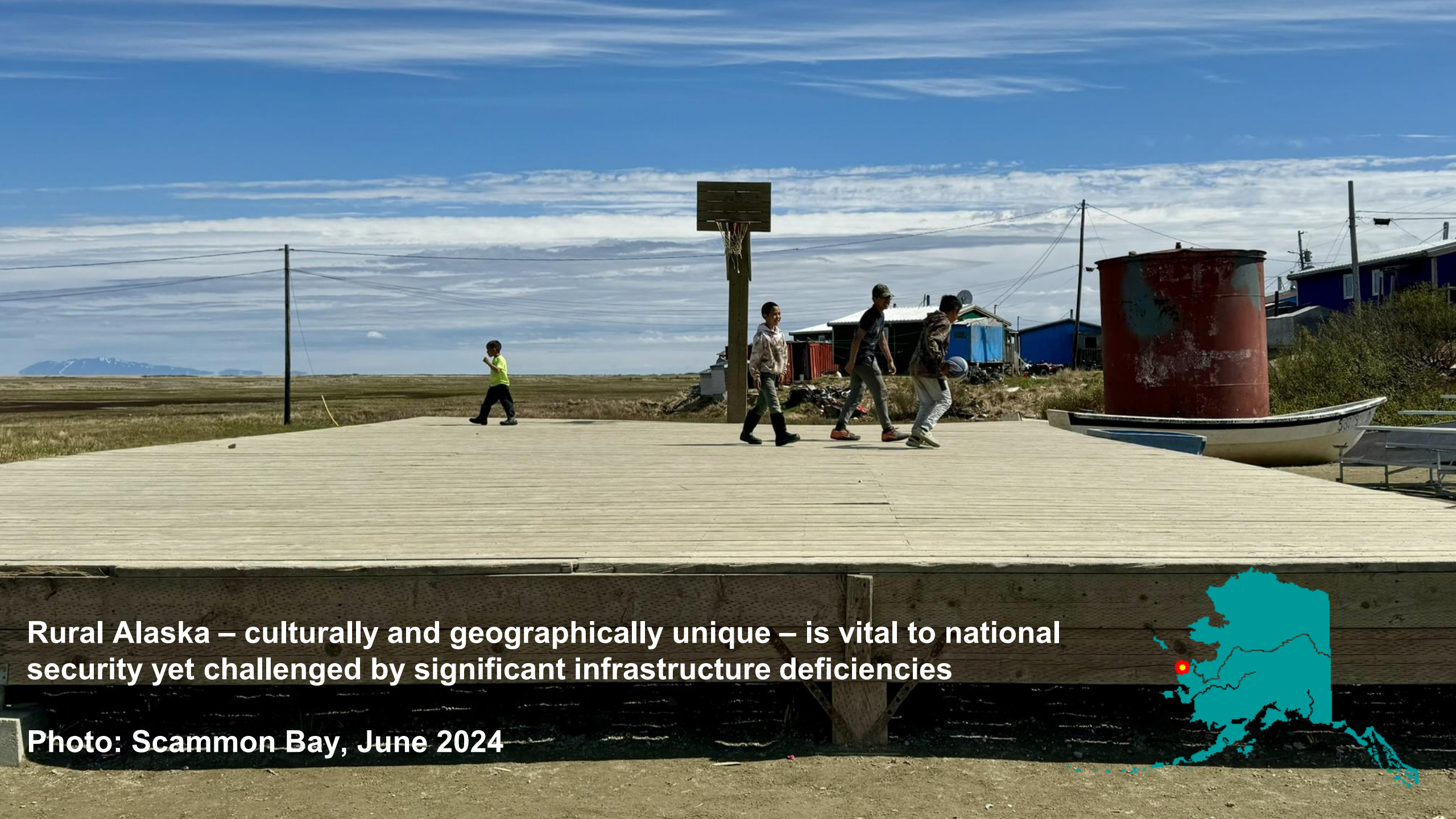
DENALI COMMISSION – BULK FUEL AGGREGATION STUDY

Bulk Fuel Aggregation Study

Alaska Regional Response Team Meeting
September 11, 2025

Recapping the last 18 months of discussion:

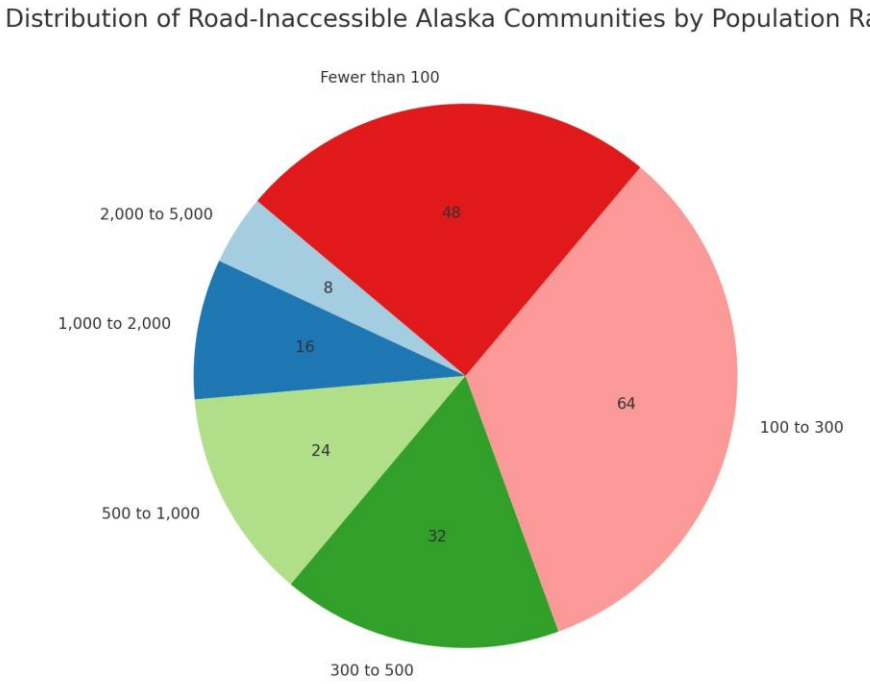
- Bulk fuel infrastructure is critical yet vulnerable
- Facility condition is degrading in villages across the state
- It's increasingly more expensive to repair/rebuild/relocate
- Fuel costs are prohibitively high
- Human error/negligence and equipment failure are the most common reasons for reported discharges
- There's a growing discrepancy between available funding and need for capital improvements AND operational costs
- Something needs to change



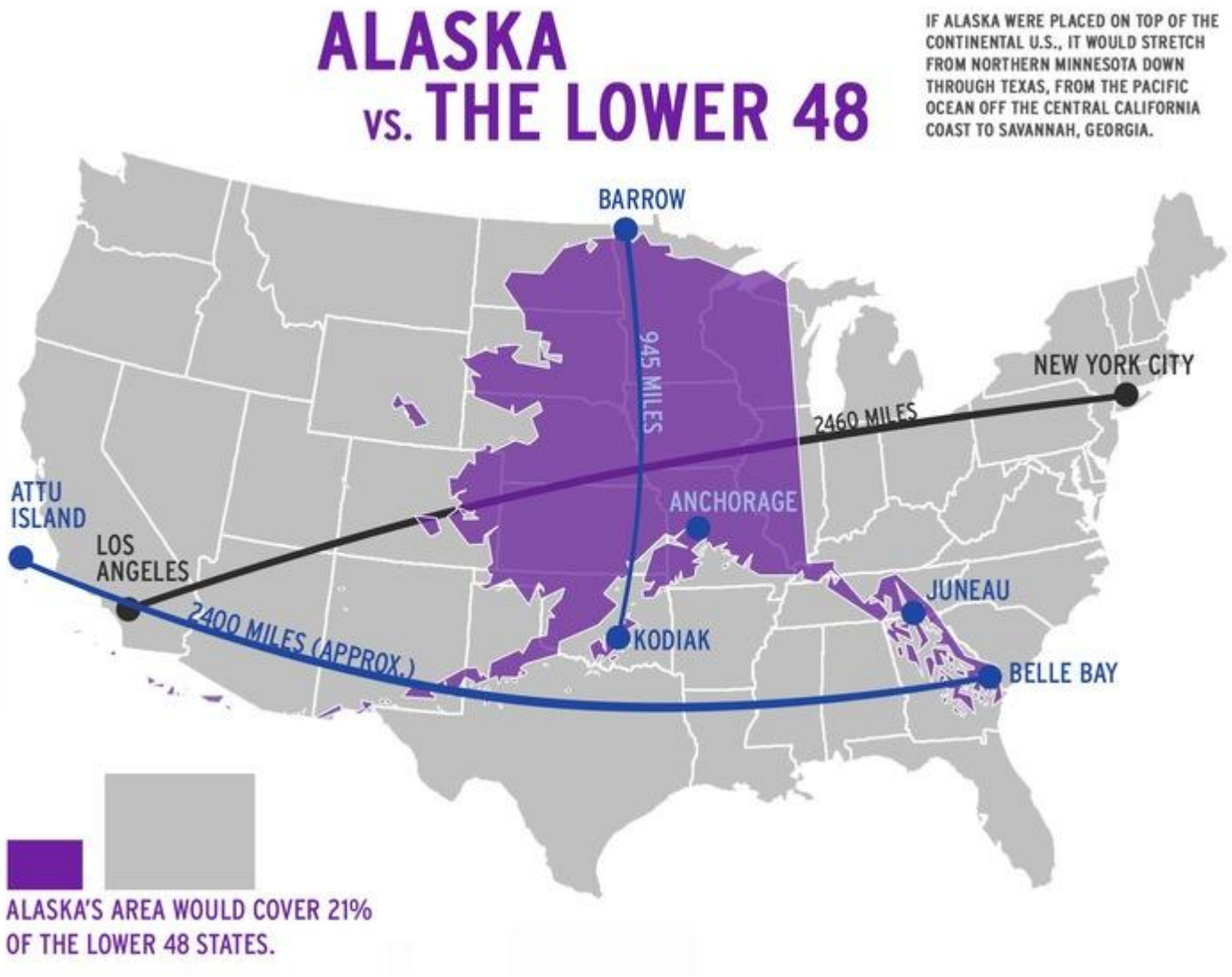
Rural Alaska – culturally and geographically unique – is vital to national security yet challenged by significant infrastructure deficiencies

Photo: Scammon Bay, June 2024

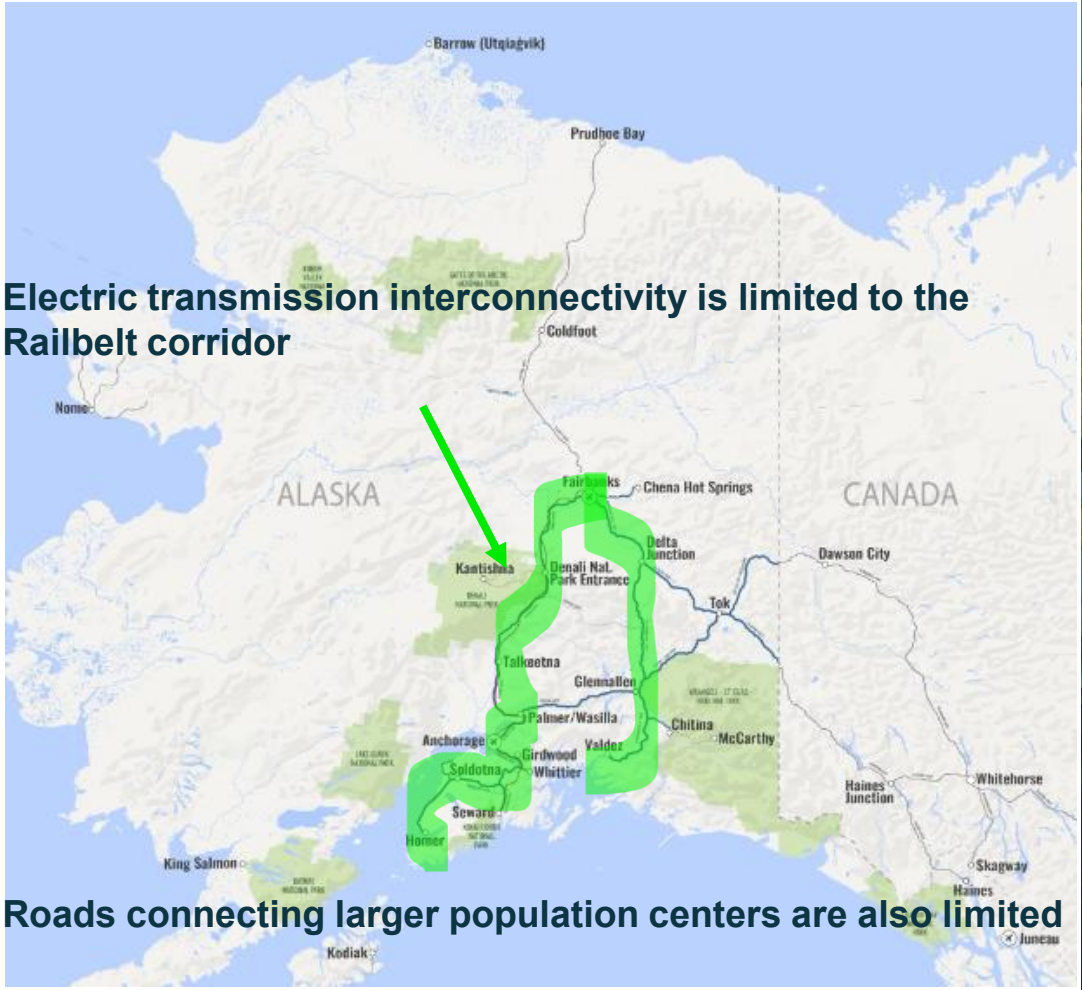
Rural Alaska is sparsely populated and spread out over an extremely large area without transportation or electrical connectivity



Population Density:
United States Average: 98 people per square mile
Alaska Average: 1.3 people per square mile
Rural Alaska: .2 people per square mile

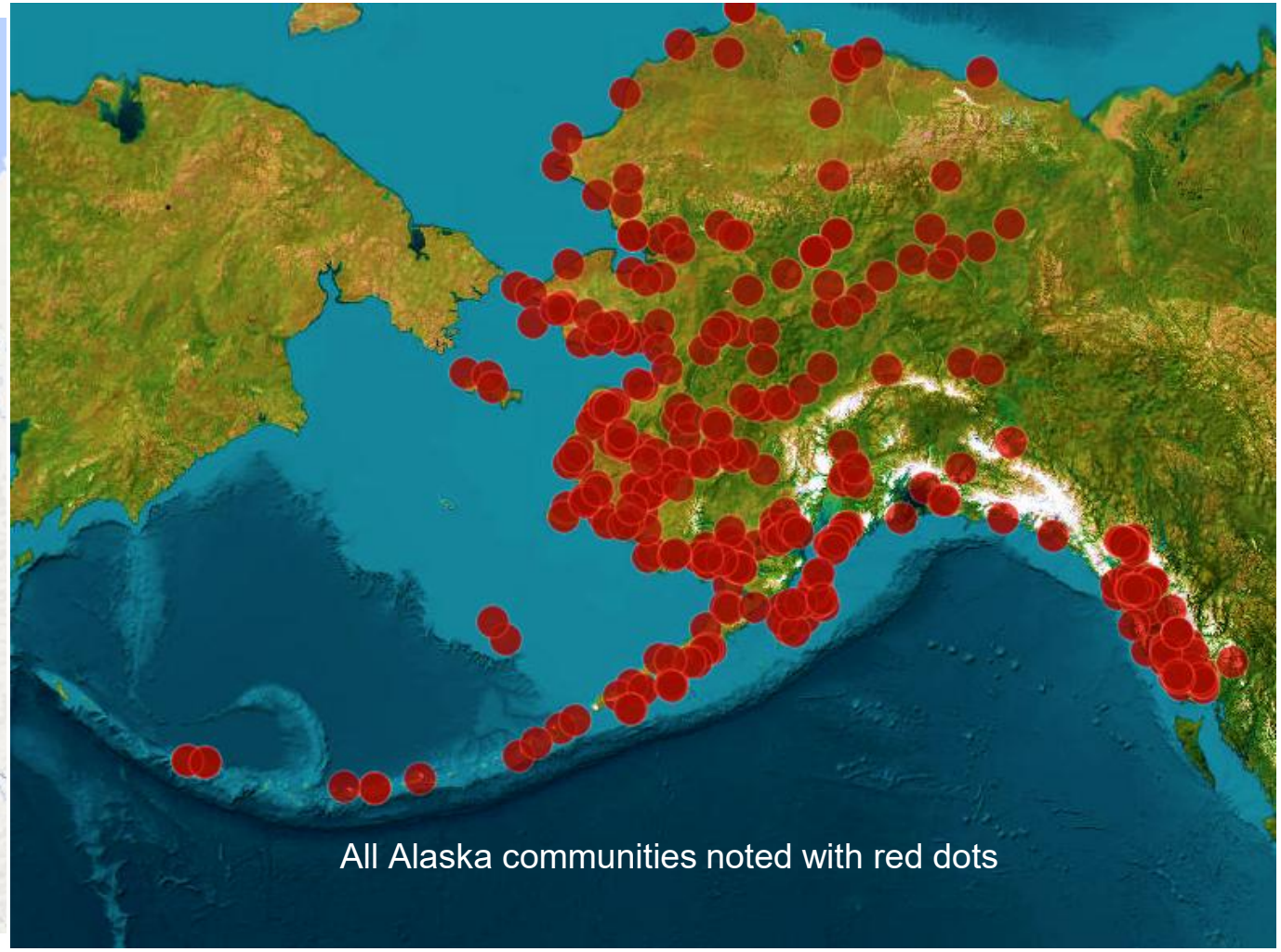


Rural Alaska is sparsely populated and spread out over an extremely large area without transportation or electrical connectivity

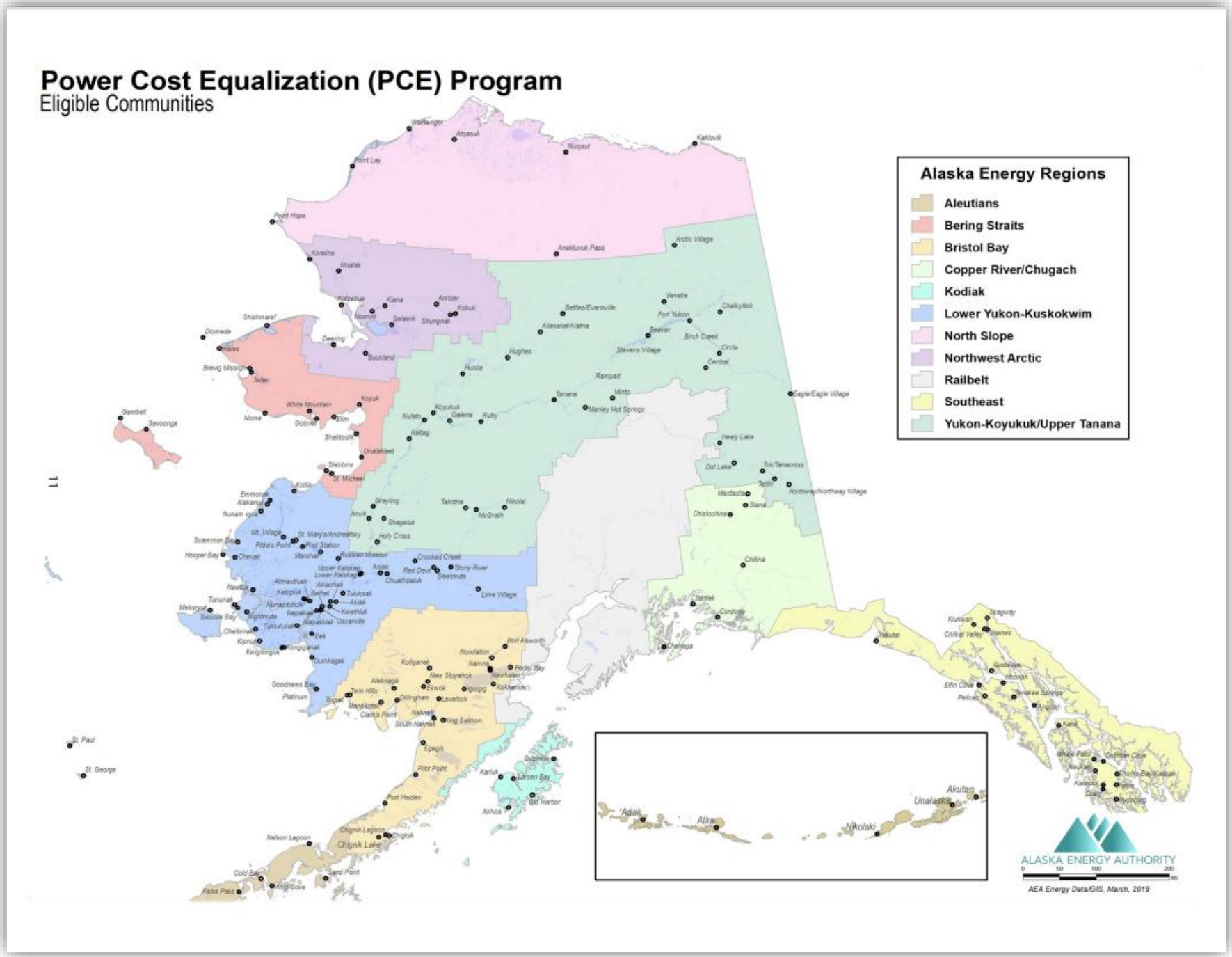


Electric transmission interconnectivity is limited to the Railbelt corridor

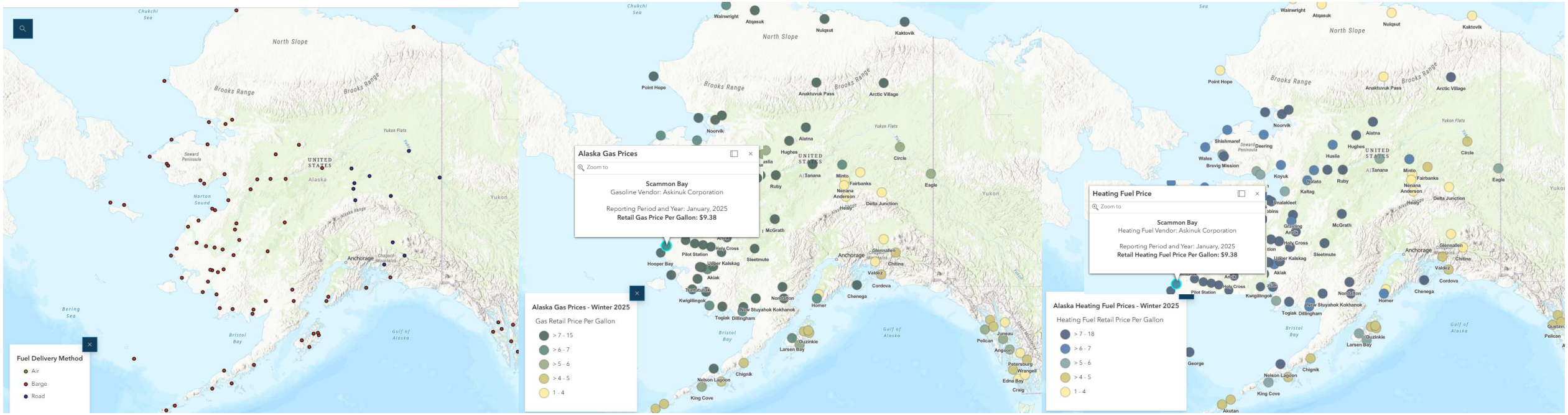
Roads connecting larger population centers are also limited



All Alaska communities noted with red dots



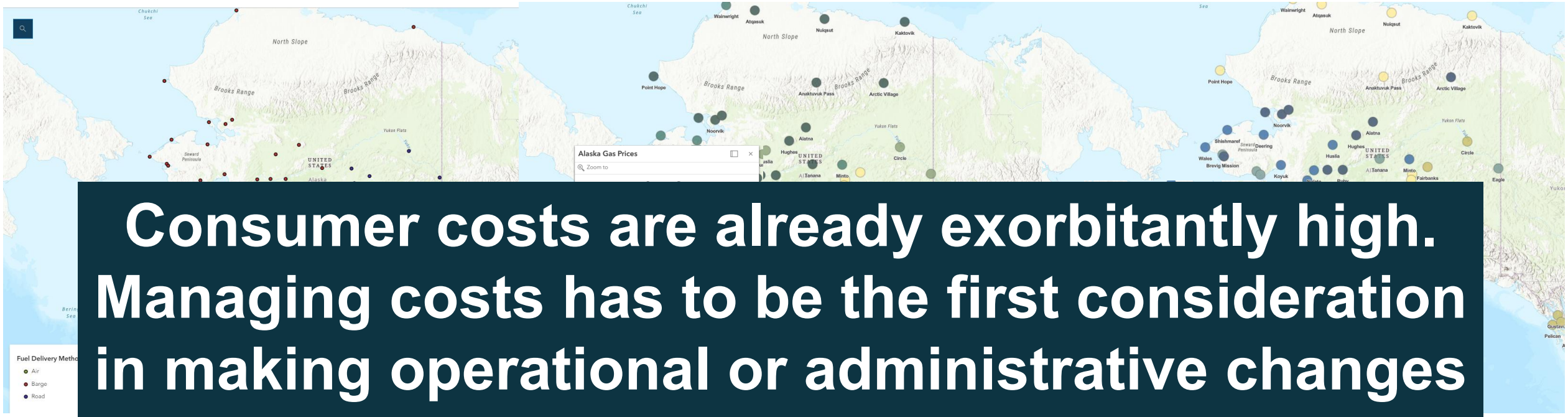
Each of the communities identified on this map is considered “rural,” and is powered by an isolated, standalone microgrid dependent primarily on diesel power generation, and bulk fuel storage tank facilities to store that critical fuel, as well as heating oil for keeping warm through the harsh climate and gasoline to run boats, 4-wheelers, and snow machines for subsistence activities and transportation between villages.



Alaska Fuel Price Report: Winter 2025, State of Alaska Division of Community and Regional Affairs

"The average retail price of unleaded gasoline in the 100 surveyed communities in Winter 2025 was $6.69 per gallon... The national average on January 13, 2025, was $2.95 per gallon."

"In Winter 2025, the average retail heating fuel price per gallon for the 93 unsubsidized communities was $6.58... The January 13, 2025, national average price of heating fuel was $3.80 per gallon."



Consumer costs are already exorbitantly high. Managing costs has to be the first consideration in making operational or administrative changes to tank farm infrastructure.

Alaska Fuel Price Report: Winter 2025, State of Alaska Division of Community and Regional Affairs

"The average retail price of unleaded gasoline in the 100 surveyed communities in Winter 2025 was $6.69 per gallon... The national average on January 13, 2025, was $2.95 per gallon."

"In Winter 2025, the average retail heating fuel price per gallon for the 93 unsubsidized communities was $6.58... The January 13, 2025, national average price of heating fuel was $3.80 per gallon."

Click here for a link to LKSD's flyover video of Quinhagak

When watching, look for:
-Above ground water/sewer pipes
-Bulk fuel storage tanks
-Sewage Lagoon
-Fuel lines from coast to town

Quinhagak, Alaska, pop. 762


Bulk fuel tank farms are critical energy infrastructure in rural Alaska.
It’s vulnerable and degrading.
Photo: Hooper Bay during Typhoon Merbok, 2022

Denali Commission mission: to promote economic development with a focus on **critical infrastructure** and workforce training in **rural Alaska**.

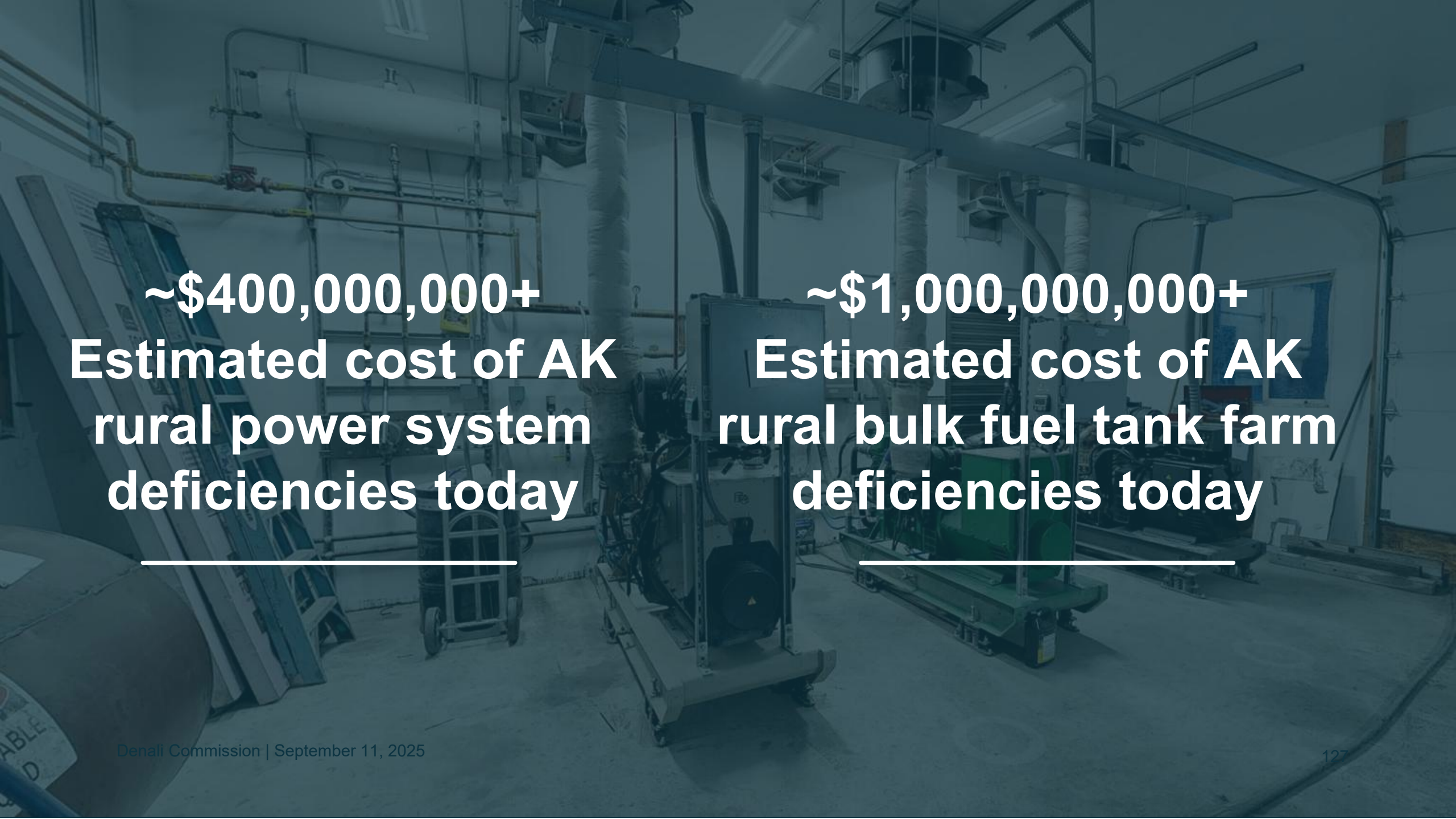
Denali Commission Investments 1999-2025

Power Systems:

- **$300M+** project outlays 1999-2024
- **~170** number of communities served 1999-2024
- **$1-$4M** estimated RPSU cost 2019
- **$5-$7M** estimated RPSU cost 2024
- **$6.2M** Denali Commission FY25

Tank Farms:

- **$260M** project outlays 1999-2024
- **~143** number of communities served 1999-2024
- **$2-$5M** estimated BFU cost 2015
- **$4-$12M** estimated BFU cost 2024
- **$5.5M** Denali Commission FY25 TAPL

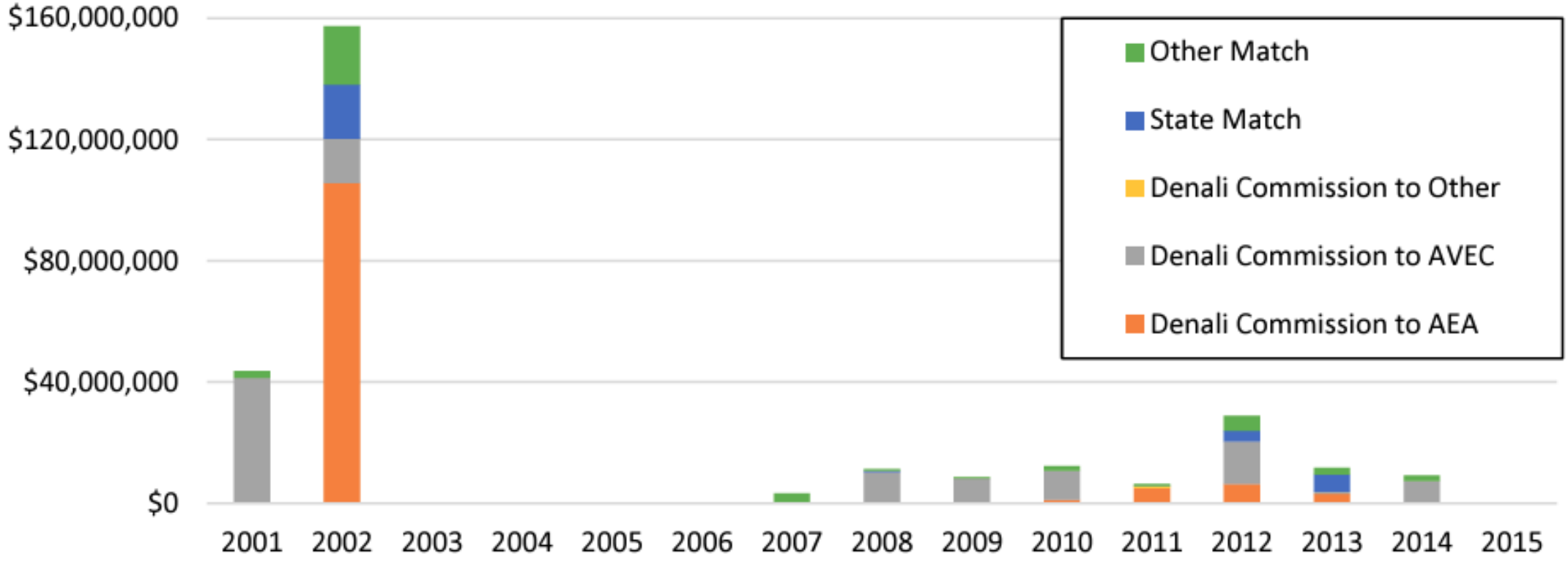


~$400,000,000+
Estimated cost of AK rural power system deficiencies today

~$1,000,000,000+
Estimated cost of AK rural bulk fuel tank farm deficiencies today

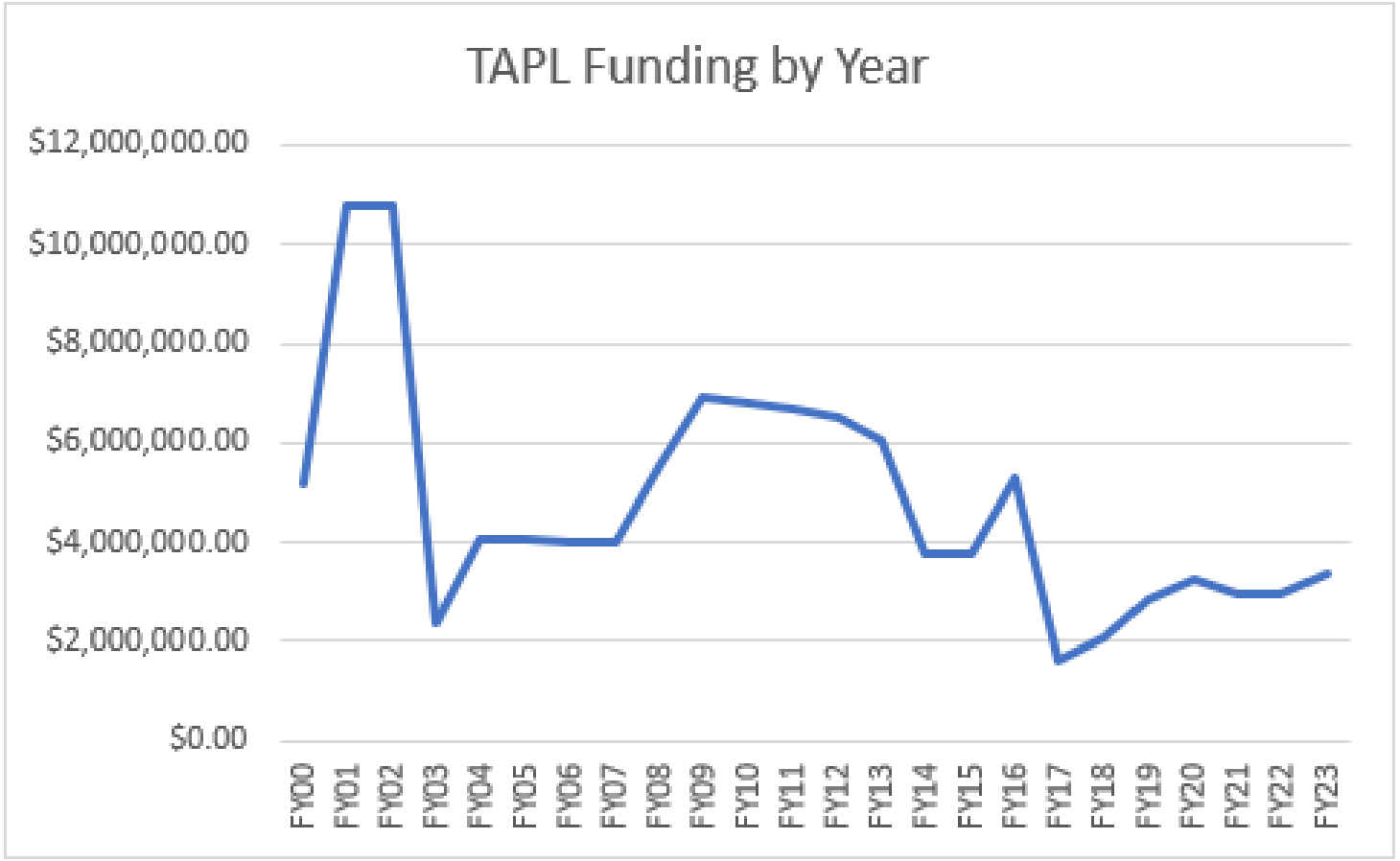
Bulk Fuel Upgrade funding by source and year

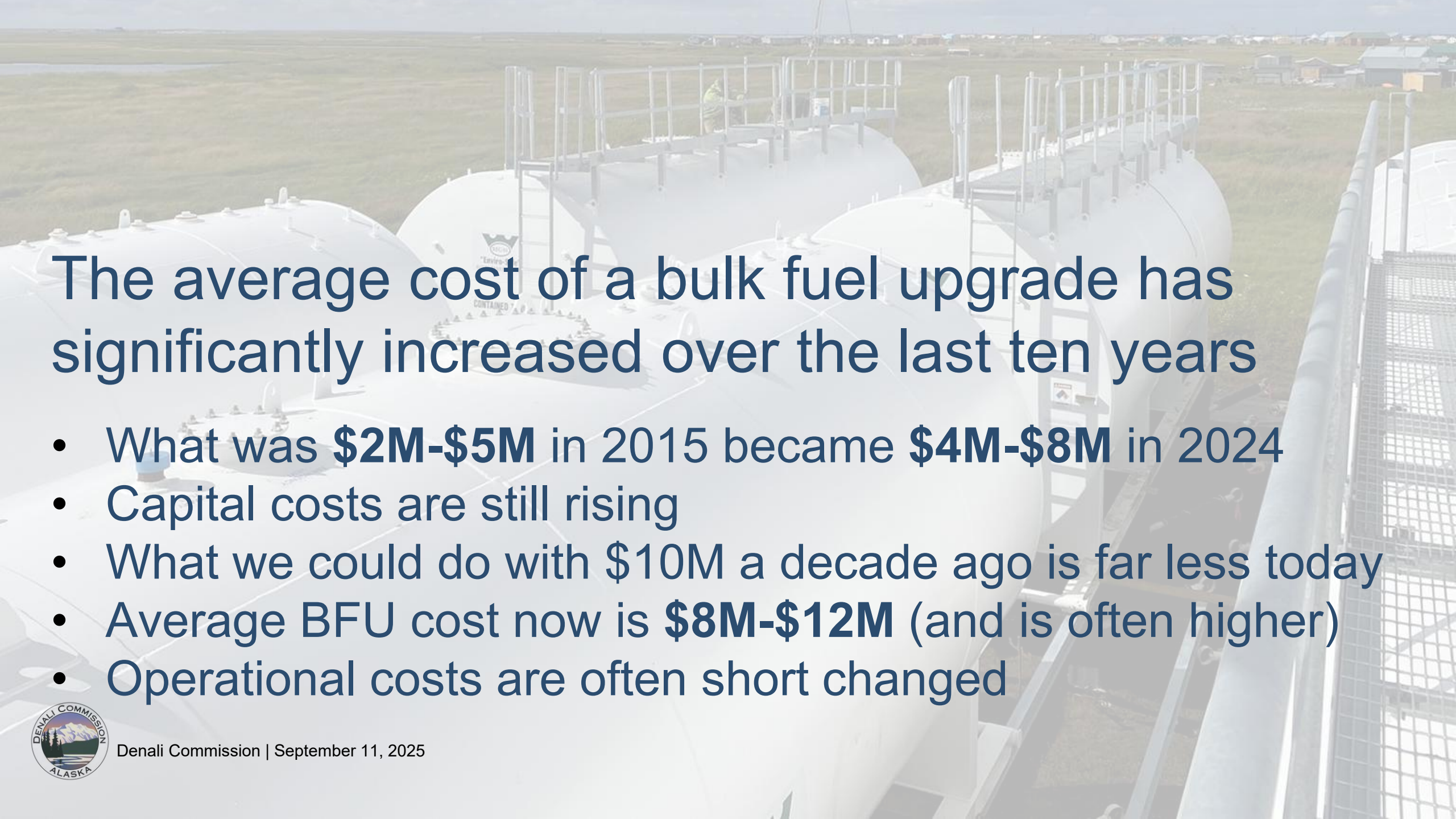
Source: Denali Commission database and AEA data



Source: Alaska Affordable Energy Strategy (AkAES), AEA 2017

TAPL funding availability: trending down





The average cost of a bulk fuel upgrade has significantly increased over the last ten years

- What was **$2M-$5M** in 2015 became **$4M-$8M** in 2024
- Capital costs are still rising
- What we could do with $10M a decade ago is far less today
- Average BFU cost now is **$8M-$12M** (and is often higher)
- Operational costs are often short changed

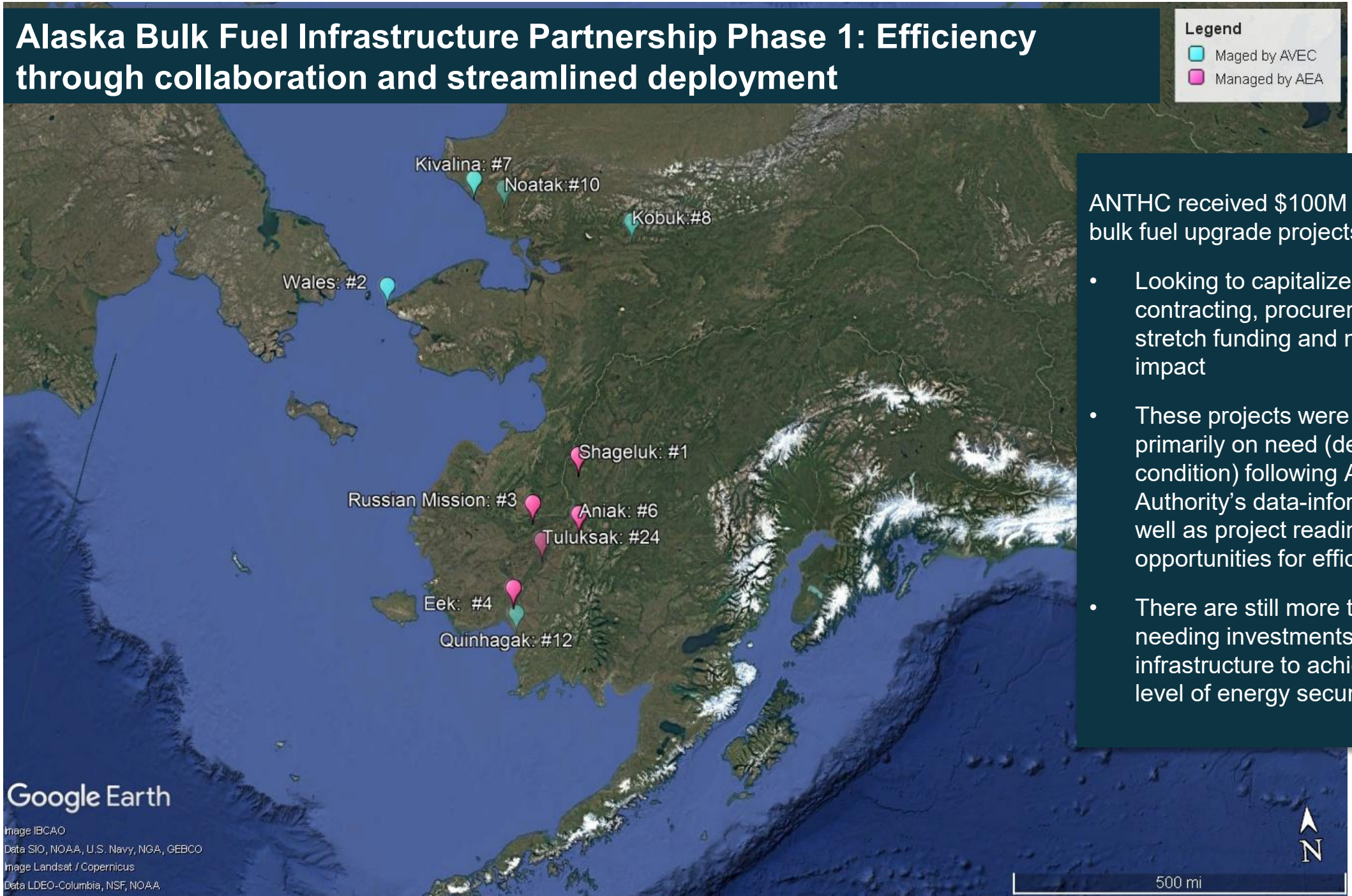
Summarizing the problem:

Project funding has precipitously decreased and per project costs have significantly escalated, creating a large and growing discrepancy between need and the collective ability to meet that need.

Two solution pathways:

1.

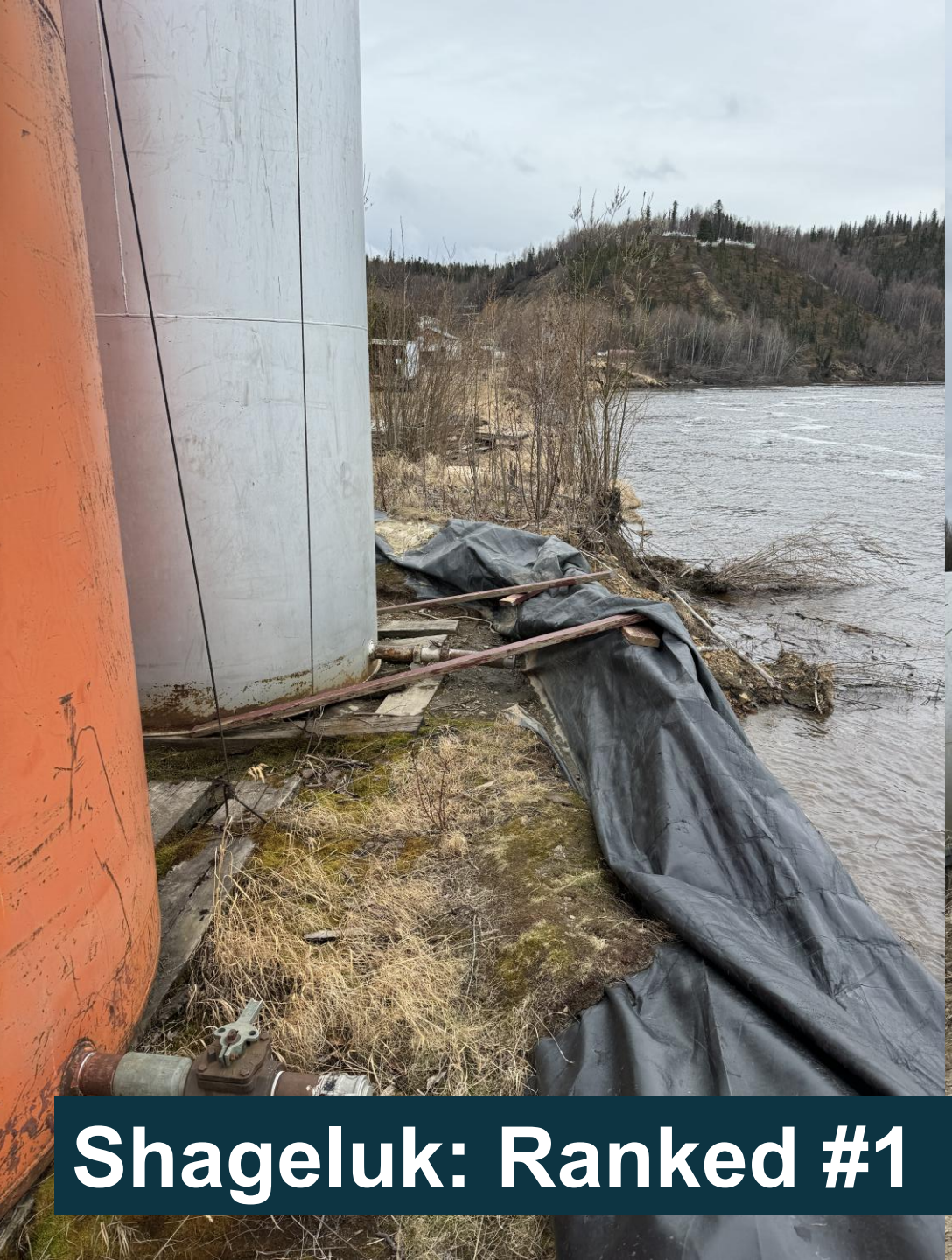
Alaska Bulk Fuel Infrastructure Partnership Phase 1: Efficiency through collaboration and streamlined deployment



ANTHC received $100M for 10 highest priority bulk fuel upgrade projects in August 2025.

- Looking to capitalize on efficiencies in contracting, procurement, and logistics to stretch funding and maximize community impact
- These projects were selected based primarily on need (defined by existing condition) following Alaska Energy Authority's data-informed priority list, as well as project readiness and opportunities for efficiency in deployment
- There are still more than 100 communities needing investments in their tank farm infrastructure to achieve a reasonable level of energy security

In spring 2024, significant erosion caused the Shageluk community bulk fuel facility to be suddenly precariously close the river's edge. The Alaska Energy Authority, with emergency funding assistance from the Denali Commission, helped the community move the tanks to higher ground. While this mitigated the imminent threat, it was clear a new facility was needed, and a Conceptual Design Report was commissioned to begin the process.



Shageluk: Ranked #1

The current powerhouse and bulk fuel tank farm in Wales is located ~12-16 feet above sea level and is set back a mere 180 feet from the Bering Strait. With worsening storms and increasing flooding, this infrastructure is now imminently threatened and must be relocated. AVEC will be building a new co-located bulk fuel tank farm at higher ground, adjacent to a new powerhouse, which will be sited next to a new water treatment plant in order to pipe “waste” heat generated as a byproduct of power into the facility. Four of the eight “new” tanks at the new facility will be repurposed tanks from Brevig Mission. In rural Alaska, efficiency and thriftiness have long been best practices.

Wales: Ranked #2

Russian Mission: Ranked #3

Communities affected by permafrost degradation and flooding utilize “boardroads,” or boardwalks large enough to drive a four-wheeler (ATV) across, to provide a safe and reliable means of transportation for community members.

Eek: Ranked #4

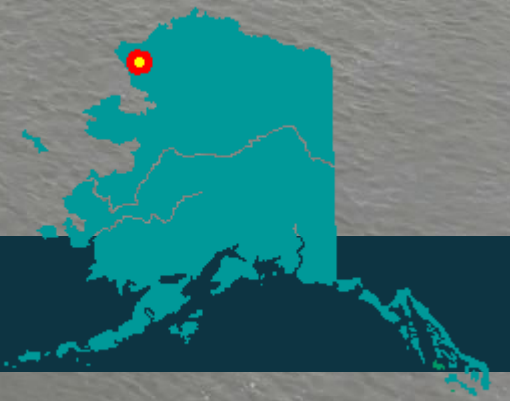
Aniak: Ranked #6

With most communities in Alaska inaccessible by road, the only means of transportation in or out is by plane or boat. Construction materials must be barged in during short, seasonal windows, with complicated logistics to ensure materials arrive on site when needed. During the winter months, many coastal communities are only accessible by plane as the water surrounding them turns into thick ice. Kivalina recently installed a stone seawall (pictured on the left) to help slow the erosion of their small, barrier island community. The island has slowly been eroding away for decades due to rising sea levels and strong storm surges, and is currently making plans to relocate further inland.

Kivalina: Ranked #7

Kobuk: Ranked #8

Severe riverbank erosion in Noatak is threatening the powerplant and both bulk fuel facilities, as well as water/sewer lines, the runway, and roads. Declared an emergency by Governor Dunleavy in August 2024, critical infrastructure continues to be highly at risk. The powerhouse and a new collocated bulk fuel tank farm will be relocated to higher ground at the site of the new runway, which is scheduled to start construction in summer 2026.



Noatak: Ranked #10

Above ground water/sewer pipes, common in rural AK villages, require electricity to maintain service. When power is disrupted, it puts at risk the integrity of water and sanitation service in the community.
(*Photo credit Wayde Carrol*)

Quinhagak: Ranked #12

Tuluksak's 40-year-old washeteria/water treatment facility burned down in 2021 (pictured left), causing a drinking water crisis and leaving the community dependent on flown-in bottled water. With federal, state, and non-profit funding, a new water treatment plant/washeteria (pictured right) is expected to be fully constructed later this fall, and construction of piped water-sewer service is anticipated to begin within the next 5 years. The new water-sewer service is forecasted to increase electricity demand by 30-40%, which will require increased fuel storage capacity as well as an improved powerhouse. The pending bulk fuel upgrade project is a critical first step in delivering safe drinking water and modernizing community sanitation systems. For this reason, Tuluksak was selected for funding under Phase 1 of the scaled-up bulk fuel project portfolio.

Tuluksak: Ranked #24

Two solution pathways:

1.

2.

- **Creativity**
- **Innovation**
- **Sustainability**

Some questions we might ask:

- What other sources of funding are available?
- How do we create better economy of scale with infrastructure management?
- Is project financing a realistic option (i.e., is there hope beyond grants)?
- What alternative administrative structures could help?
- Are there other ways in which we should be allocating funding now?
- What are reasonable expectations we can have of facility owners/operators?
- What are the steps we can take now toward what longer term goals?
- How might changes to facility administration improve infrastructure life, spill prevention, and financial solvency?

Alaska Bulk Fuel Aggregation Study: Financial Modeling

Purpose: Evaluating the financial feasibility of aggregating bulk fuel tank farm operations

Areas for potential aggregation:

- Training
- Standardization of parts/facility design
- Maintenance
- Facility repair and replacement
- Technical resources and technicians
- Knowledge sharing
- Fuel purchasing and delivery
- Administration, operations, bookkeeping
- Facility ownership

https://akbulkfuelstudy.com/

Financial modeling research questions:

1. What are the current costs associated with operating and maintaining your tank farm?
2. How do transportation costs impact your overall expenses?
3. How do you currently manage fuel inventory and what are the associated costs? Are there potential cost savings if fuel storage is centralized regionally?
4. How do you anticipate regional aggregation would affect you, in terms of pricing strategy, revenue streams, financial risks, capital investment plans, insurance costs, or other ways?

Alaska Bulk Fuel Aggregation Study: What's Missing?

How can this effort to improve infrastructure financial and physical sustainability address YOUR concerns?

https://akbulkfuelstudy.com/

Other considerations:

- Bulk Fuel Administrative Capacity Building
- Circuit riders and remote assistance
- Operator and PIC training
- Planning and capacity development initiatives
- Bulk fuel recognized as a core component of community energy systems

Katie Conway
Denali Commission Energy & Bulk Fuel Program Manager
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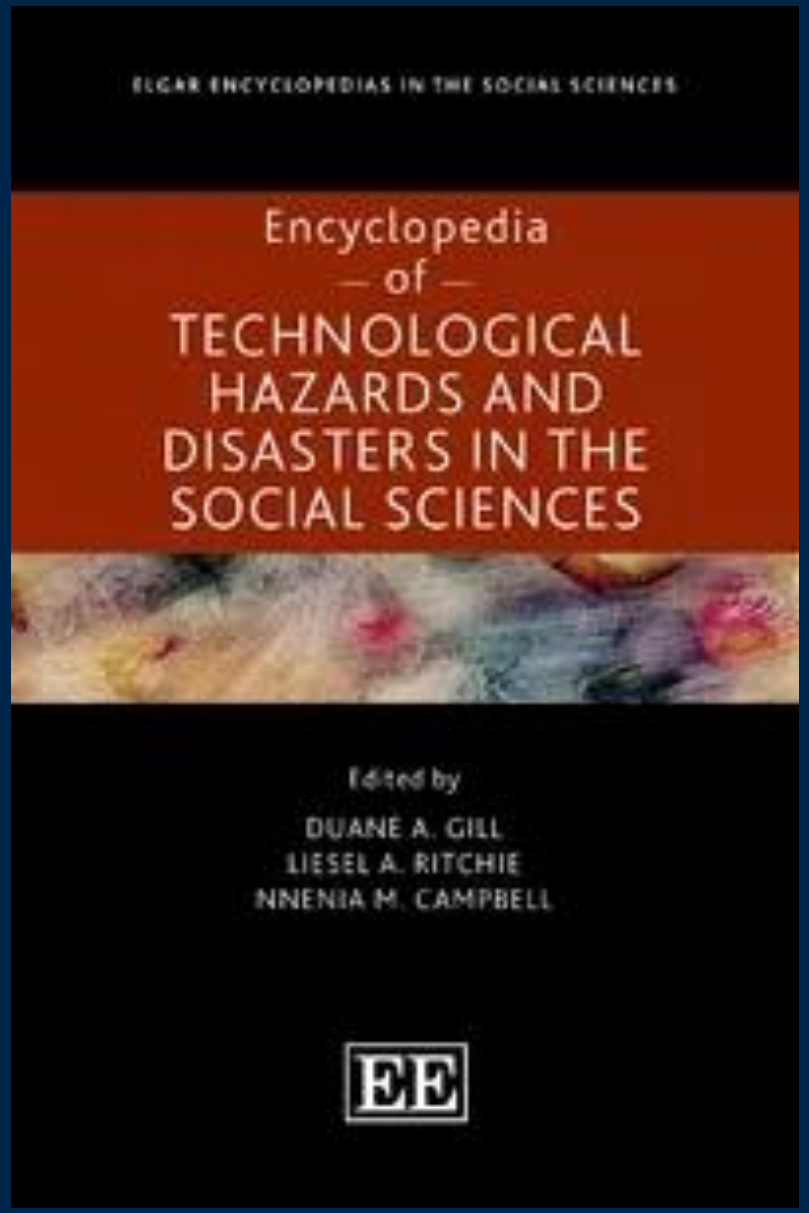
USING SOCIAL SCIENCE TO DEVELOP COMMUNITY ENGAGEMENT PROTOCOLS

Using Social Science to Develop ARRT Community Engagement Protocols

Liesel Ritchie & Duane Gill
Department of Sociology
Virginia Tech

Presentation to the Alaska Regional Response Team
Anchorage, Alaska
September 11, 2025

Background


ELGAR ENCYCLOPEDIAS IN THE SOCIAL SCIENCES
Encyclopedia
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TECHNOLOGICAL HAZARDS AND DISASTERS IN THE SOCIAL SCIENCES
Edited by
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LIESEL A. RITCHIE
NNENIA M. CAMPBELL
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SPEED
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CHEVROL
COMMERCIAL FISHING
A VALUABLE INDUSTRY
JESUS WAS A
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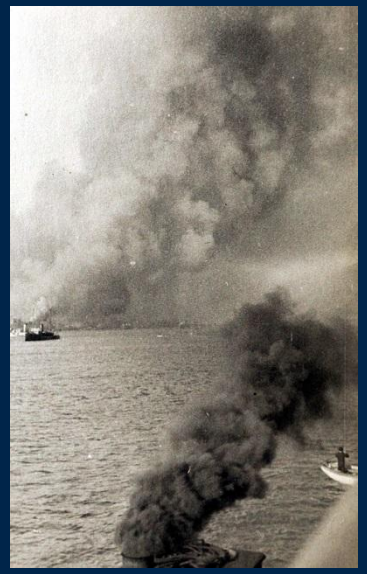
Why **study disasters?**

"[Disasters] are the sociological equivalent of engineering experiments that test the capacity of machines to withstand extreme physical stresses."

" . . . to provide foreknowledge of the social and psychological conditions brought about by disaster."

~ Fritz 1961

Societal Dimensions of Hazards and Disasters



What we know about the social impacts of technological disasters is situated in a longstanding body of research on societal dimensions of hazards and disasters

Empirical findings of social science research on oil spills and other technological disasters.

Exxon Valdez Oil Spill, Alaska (1989)

Key Issues

- Social vulnerability to environmental hazards (e.g., degree of exposure, gender, age, ethnic minority status, secondary stressors, weak or deteriorating psychosocial resources)
- “Renewable Resource Communities” – community cultural ties to and reliance on the natural environment can make communities vulnerable
- “Invisible trauma” to the natural and social environments

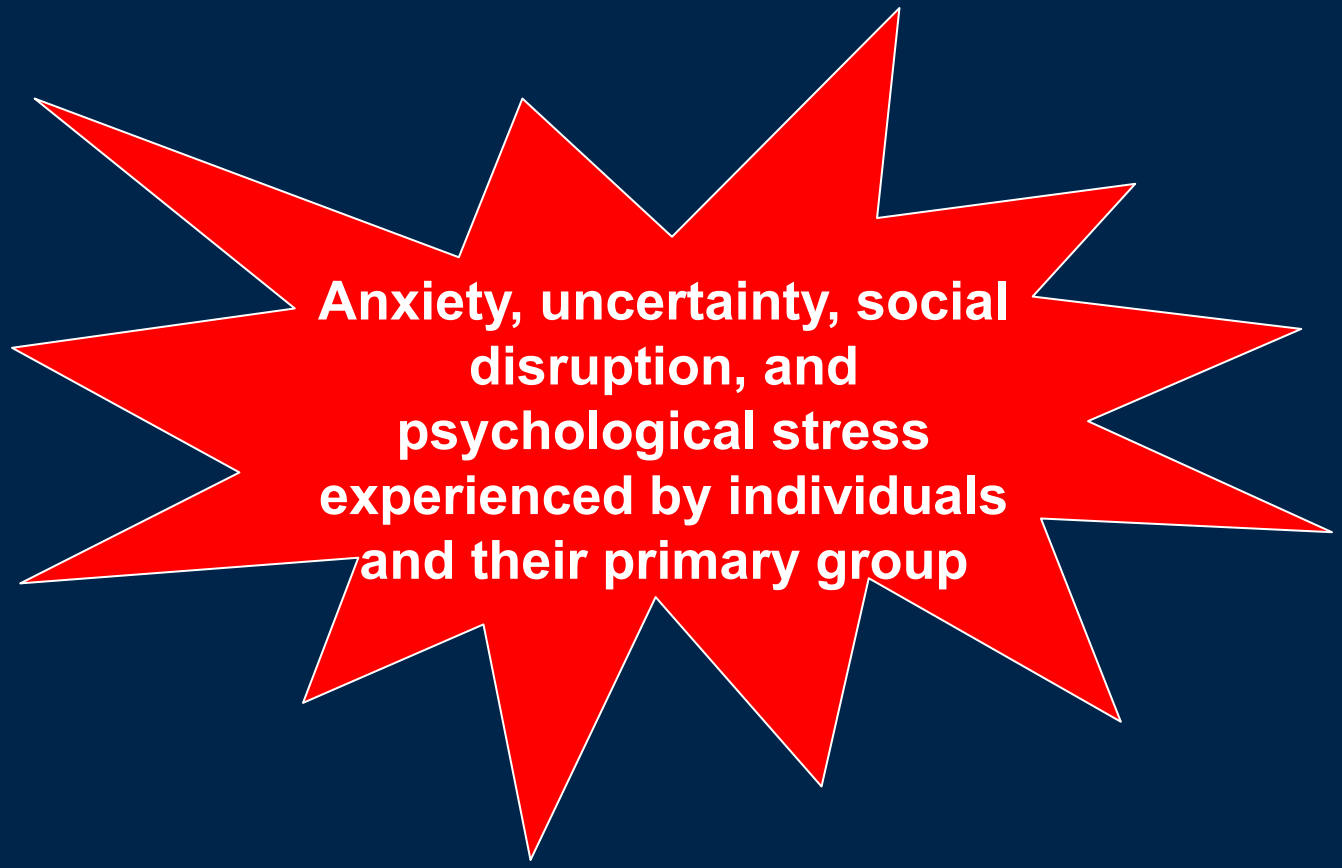
Key Issues

- Overall, pervasive uncertainty
- “Loss of control”
- Contested interpretations of the event
  (e.g., “minimalists” vs. “maximalists)
- Disruption of interpersonal/group relationships – “corrosive community”
- Long-term adverse health outcomes

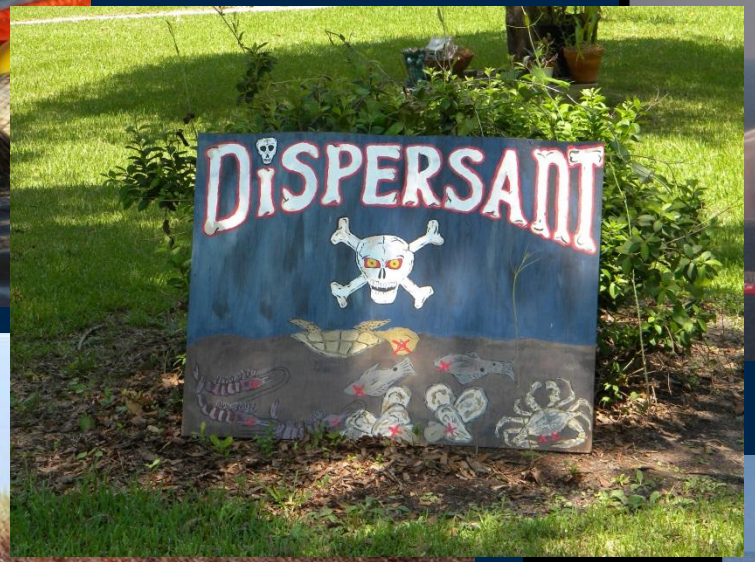
Key Issues

- Primary responsible parties
- Response processes
  (e.g., clean-up activities, “boomtown effects”)
- “Secondary trauma” from bureaucratic impersonality including claims, settlement, and litigation processes
- Interaction with government agencies
- Lack of closure and long-term community impacts

These issues contribute to psychosocial stress:



BP *Deepwater Horizon* Oil Spill, Gulf of Mexico (2010)



Key Findings: Psychosocial Impacts

Heightened levels of stress and depression, as well as:

- Harmful mental health impacts, behavioral effects, and social disruption related to the disaster
- Strong relationships between elevated levels of anxiety, stress, and depression, and concerns about spill-related economic impacts
- Individuals with high levels of community attachment experienced increased stress, as well as apprehension about community well-being

Key Findings

Comparative studies of the *Exxon Valdez* and BP *Deepwater Horizon* spills revealed similar psychosocial impacts among a sample of residents from Cordova, Alaska and a sample of residents from coastal Alabama

- Among the strongest predictors of stress:
  - Concerns about family health and economic future
  - Economic loss
  - Connections to renewable resources
  - Exposure to the oil
  - Involvement with compensation processes

Compensation Processes

- Recent research findings regarding involvement with compensation:
  - Being a claimant is associated with elevated levels of stress and avoidance coping behaviors
  - Community members, whether they are involved in compensation processes or not, also have elevated levels of stress and engage in avoidance behaviors
- Highlights the chronic nature of technological disasters

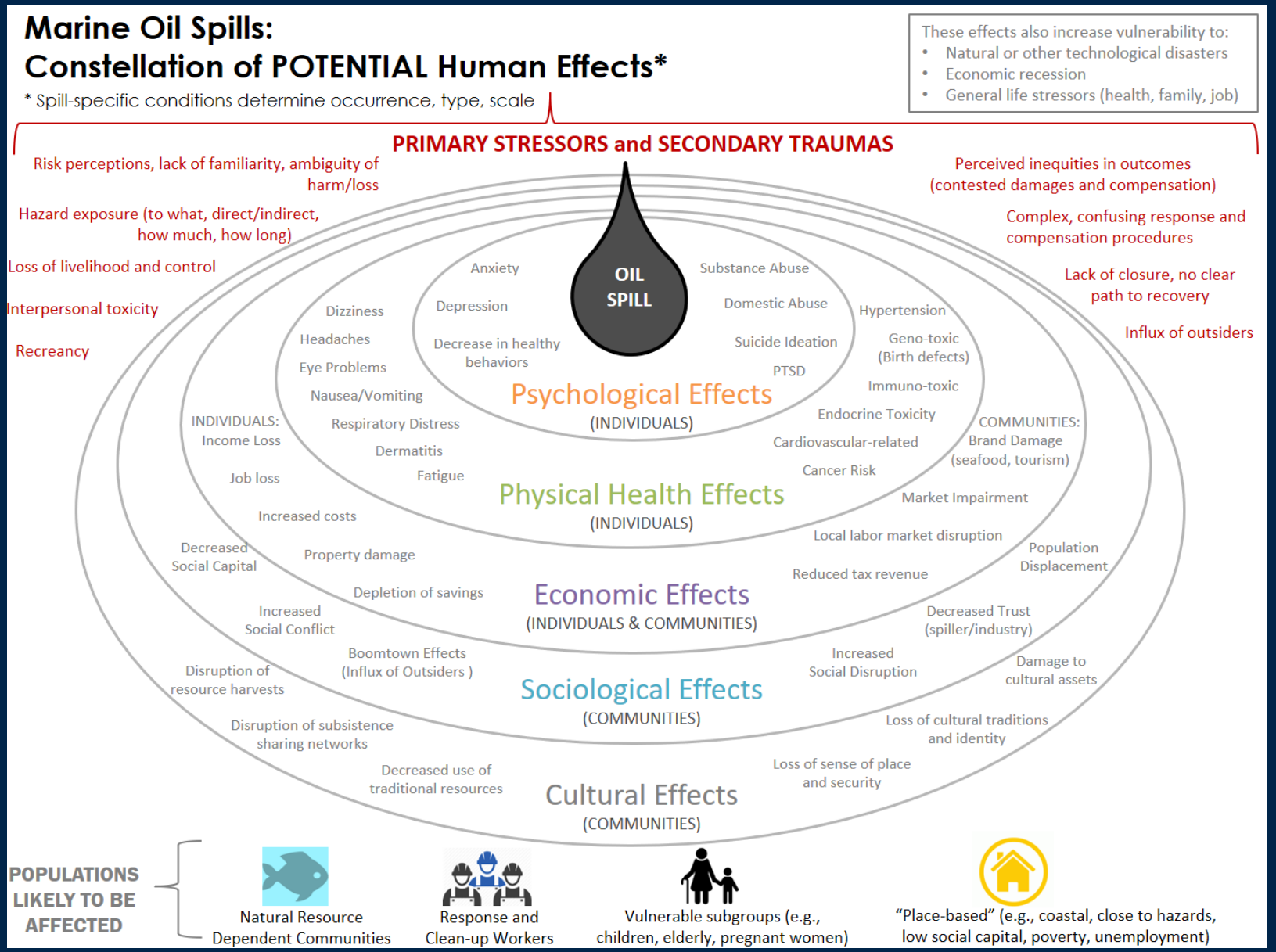


Figure developed by Keith Nicholls, Steve Picou, Selena McCord (University of South Alabama); Ann Hayward Walker (SEA Consulting Group); and Duane Gill (Oklahoma State University). Based on discussion at a 2017 workshop supported by the Gulf Research Program and a review of the literature.

How can we protect people from potential social impacts of hazard events that threaten them and the things they value?

Consider this . . .

The National Contingency Plan mandates the protection of public welfare; it does not clearly define “public welfare” or include protocols to address public welfare

- The challenge is taking steps to convert the mandate to an actionable policy
- We are defining public welfare as “for the good of society”…
- Attention to public welfare supports community resilience

A Way Forward . . .

- Social science research has influenced programmatic activities, including efforts employed in the Gulf of Mexico Region after Katrina, Rita, and the 2010 oil spill
- It has also supported the Prince William Sound Regional Citizens Advisory Council by developing and compiling important resources since the *Exxon Valdez* spill

Guide for dealing with an oil spill

How do technological disasters affect communities? What can you do to help?

The human impacts of oil spills are not typically addressed in state and federal oil spill contingency plans. To help fill this gap, the Council developed a guide for communities and individuals on how to deal with technological disasters such as an oil spill.

The "Coping with Technological Disasters" guidebook and appendices contains science-based strategies to help ease the invisible impacts of oil spills, and help local governments, small businesses, families, and individuals cope with these disruptions.

The guidebook is a road map for communities and individuals to understand:

- What a technological disaster is
- How the effects differ from a natural disaster
- What to expect during a technological disaster
- How the effects can linger years following the event
- Where to find help

"The fishing season of 1989 was projected to be the opportunity of a lifetime: big volume, big prices. Then the oil spill hit...no herring season, no fishing season. Everybody left to work the oil spill; your employees left to work the spill. Then the people who made big money working the spill left the following winter after the spill. So, businesses were all inventoried up, all dressed up for the party which didn't come..."
– Cordova, Alaska, business owner, 1989

PRINCE WILLIAM SOUND
REGIONAL CITIZENS' ADVISORY COUNCIL

Guide for dealing with an oil spill

Coping with Technological Disasters:

A User Friendly Guidebook

For community groups and counselors, individuals and families, local governments, local businesses, and volunteers

Prepared by:

Prince William Sound Regional Citizens' Advisory Council

Version 4, May 2021

Coping with Technological Disasters Appendix J:

Curated Bibliography on Human Dimensions of Disasters

Prepared by: Prince William Sound Regional Citizens' Advisory Council

Duane A. Gill and Liesel A. Ritchie
Department of Sociology and Center for the Study of Disasters and Extreme Events
Oklahoma State University

Updated 2020

This appendix provides an overview of relevant literature and web resources.

What else can social science research do?

Has the potential to address the need for real-time understanding of public perceptions and reactions during and after a release.

Should be formalized in authoritative field manuals, job aids, forms, and training materials.

Further development requires a collaborative effort among experienced social scientists, the ARRT, Liaison Officers, AK Area Committees, and other response stakeholders.

Public Welfare Reconnaissance Technique (PWR-T) Framework

A systematic method for assessing an affected community to quantify the scope and magnitude of endangerment to public welfare and prescribe science-based mitigation, response, and recovery actions.

Public Welfare Reconnaissance Technique

Step	Shoreline Cleanup Assessment Technique (SCAT)	Public Welfare Reconnaissance Technique (PWR-T)
1	Conduct reconnaissance survey	Identify & meet with key actors
2	Segment the shoreline	Identify key stakeholder groups in spill area
3	Assign teams & conduct shoreline surveys	Assign social science team lead & begin data collection & analysis
4	Develop cleanup guidelines & endpoints	Develop report(s) on findings & observations
5	Submit reports & sketches to Planning Section	Submit report that includes an executive summary with recommendations for response actions
6	Monitor effectiveness of cleanup	Monitor implementation of recommended actions
7	Do final evaluation of cleanup activities	Collect & analyze post-incident data to assess community-level response & recovery status

How to Assess “Public Welfare”

The PWR-T is equivalent in form and function to Shoreline Cleanup and Assessment Technique (SCAT) in that it would:

1. Standardize terms, definitions, forms, conditions, and methodologies;
2. Gather experts from social sciences, government agencies with legal authority and jurisdiction, and representatives from threatened communities to jointly implement PWR-T;
3. Establish science-based, politically neutral mitigation, response, and recovery strategies and tactics; and
4. Establish sanctioned mitigation, response, and recovery endpoints.

Project Award:
Building Capacity to Protect Public Welfare after a Technological Disaster in the Arctic

Integrate Social Science research to enhance community engagement by developing tools for Liaison and RSC Job-Aides, to include:

Checklists

Training Manuals and Workshops

Webinars

UNIVERSITY of ALASKA

Many Traditions One Alaska

Thank you!

liesel14@vt.edu

PUBLIC COMMENT

NEXT RRT MEETINGS

- March 4-5, 2026
- September 9-10, 2026
- March 3-4, 2027

REVIEW OF PARKING LOT ISSUES & CLOSING REMARKS