



Alaska Regional Response Team



2025

Summer/Fall Newsletter

The Alaska RRT Coordinators, Secretaries, and Planners of Alaska's four Area Committees would like to share the following information with you on recent and upcoming projects and events. Please RSVP or register for meetings - this helps us plan better for meeting spaces and provide you with additional meeting information and materials. Next Alaska RRT meeting: Mar. 6, 2026.

Did you miss the last Alaska RRT Meeting? View the presentations and a summary of the meeting at: www.alaskarrt.org.

Arctic and Western Alaska GRS Subcommittee:

Geographic Response Strategies (GRS) are map-based oil spill response plans designed to protect specific sensitive areas. These flexible strategies help responders act quickly during the first critical hours of a spill. GRSs are also key components of Area Contingency Plans and many industry contingency plans.

The Arctic and Western Alaska (AWA) GRS Subcommittee—composed of agency and public sector members and led by the U.S. Coast Guard (USCG) and Alaska Department of Environmental Conservation (DEC)—serves as an advisory body and workgroup of subject matter experts on all matters related to the development, evaluation, strategic and tactical planning, and management of GRSs within the AWA region.

The AWA GRS Subcommittee is currently on summer recess while USCG personnel transitions are underway. Meanwhile, work has continued on several fronts.

The updated subcommittee charter is completed and posted on the AWA webpage. Feedback is welcome and should be directed to the subcommittee chair or vice chair.

In April 2025, the USCG and DEC hosted a training session to introduce the Field Maps mobile app for GRS field validation. About 70 people attended the classroom session, and 30 participated in the field session at the Ship Creek GRS. Those interested in using the app should contact Mike Donnellan (DEC) for access.

The Kachemak Bay mariculture GRS effort, led by Cook Inlet



Regional Citizens Advisory Council with assistance from Nuka Research, aims to develop or modify GRSs to protect commercial mariculture operations. Several work group meetings have been held, with a field visit planned for late summer before recommendations are submitted to the GRS Subcommittee for consideration.

In addition to mariculture site validations, the USCG, Alaska Chadux Network (ACN), and Cook

Inlet Spill Prevention and Response, Inc (CISPRI) conducted Tier 2 (survey) and Tier 3 (field deployment) GRS validations earlier this year in Adak, Kachemak Bay, Nome, Ship Creek, and Kenai River. The USCG also validated 20 GRSs on Unalaska in July, and they plan to validate up to 24 more GRSs later this year (central and upper Cook Inlet, Kachemak Bay, and Adak) using the Field Maps mobile app.

The conversion of the GRS PDF catalog is mostly complete. While most of the 721 GRS PDFs on the DEC website have been converted to GIS format, boom line features—originally only graphics—must be recreated from scratch. As of early August, 165 GRSs have digitized boom lines, with 556 remaining statewide. Completion is planned for winter 2025–26, with prioritization based on need.

The next subcommittee meeting is scheduled for October 15, 2025. The agenda and time are TBD.

Contacts: Chair : LT Alison Dew (USCG) alison.n.dew@uscg.mil

Vice Chair: Mike Donnellan (DEC) mike.donnellan@alaska.gov

Want to feature something in the Alaska RRT Newsletter?

Submit headlines, stories and pictures to Angella Gebert at Angella.R.Gebert1@uscg.mil to have a chance to highlight your organization in the next newsletter.

Western Alaska:

Welcome Aboard: LCDR Amanda Faulkner is the new Chief of Emergency Management at Sector Western Alaska & U.S. Arctic following a successful tour at the Chief of the National Search and Rescue School. Prior to that assignment, she served as an Emergency Management Specialist at Sector North Carolina, where she coordinated the Coastal North Carolina Area Committee. She will serve as Area Secretary for Arctic Western Alaska Area Committee starting this fall. Contact:

Amanda.K.Faulkner@uscg.mil

Welcome Aboard: LT Brandon Abdallah recently reported to Sector Western Alaska & U.S. Arctic from the Great Lakes District Command Center, with previous Emergency Management experience at Sector Virginia. He is excited to serve in his new role with the AWA AC Training and Exercises Subcommittee. Contact:

Brandon.A.Abdallah@uscg.mil

Welcome Aboard: LT Alison Dew has reported in to take on the role as the new Incident Management Division Officer at Sector Western Alaska & U.S. Arctic. She is ready and enthusiastic to fill the position of the Committee Chair for the Geographic Response Strategies Subcommittee. Contact: Alison.N.Dew@uscg.mil



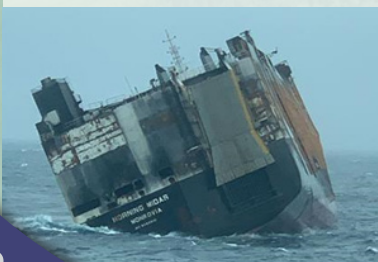
M/V Morning Midas

M/V MORNING MIDAS

M/V Morning Midas, a 599-foot Roll On/Roll Off (RORO), 265 Nautical Miles Southwest of Adak with a fire on their #7 car deck, with decks #8 and #9 becoming inaccessible due to heat. There were 22 persons on board with no injuries. The reported pollution potential was 1,530 metric tons of very low sulfur fuel oil (VLSO), 350 metric tons of Gas Fuel, and an unknown number of electric vehicles as cargo onboard. The crew energized the CO2 firefighting system but initial results were inconclusive if the fire was extinguished. The M/V COSCO Hellas, a Good Samaritan, on scene, deployed their own lifeboat, which recovered the captain from the Midas and then placed the Midas' lifeboat in tow. All 22 people were successfully transferred to the COSCO Hellas.

D17 established a 24/7 Incident Management Team (IMT) in Juneau, AK. The IMT was in contact with the vessel's parent company about intentions for salvage operations. On the morning of June 11, 2025, the Tug Gretchen Dunlap observed a decrease in the forward draft of the Midas, likely due to the cargo onboard being burnt off.

June 24, 2025, the Midas capsized and sank in international waters following a rapidly worsening list to port in 16,386 feet of water, 160 nautical miles outside of the Exclusive Economic Zone (EEZ). No pollution was reported by either the Tug Salvage Worker or the Tug Garth Foss. Zodiac and Resolve conducted pollution modeling for potential releases of Marine Gas Oil (MGO) and Very Low Sulfur Fuel Oil (VLSFO). Modeling showed a chance of landfall at less than 0.1 percent prior to the sinking.



USCG District Office:

The USCG District offices will no longer be referred to with numbers. The previously known USCG D17 will now be known as the USCG Arctic District. Similar changes have been made throughout the nation.

Valdez:

July 23, 2025, Marine Safety Unit (MSU) Valdez and Station Valdez participated in the Valdez Marine Terminal Equipment Deployment Exercise. The exercise consisted of approximately 40 people and 8 vessels, Alaska DEC, Prince William Sound Regional Citizens' Advisory Council (PWS RCAC), Alaska Department of Public Safety (APSC) and USCG. Self-Propelled Skimmers, Skimming Systems with a Mini Barge and Security and Safety Zones tactics were used during the deployment exercise.

Welcome Aboard: LT Bradley Ragan to Marine Safety Unit (MSU) Valdez. LT Ragan has just arrived in Valdez, where he will serve as the MSU Valdez Incident Management Division Chief and the secretary of the Prince William Sound Area Committee. Contact:

Bradley.L.Ragan@uscg.mil



Southeast:

In August 2025, USCG Sector Southeast Alaska and DEC worked within the Operations Section under a Unified Command established by the City and Borough of Juneau and the Central Council of the Tlingit and Haida Indian Tribes of Alaska to respond to the Glacial Lake Outburst Flood in Juneau. For multiple days, DEC and USCG coordinated efforts addressing pollution risks and community safety. Representatives from both agencies supported the liaison, public information, operations, and environmental functions within the command post. Together, the agencies also deployed small boats, Unmanned Aircraft System (UAS), and Shoreline Cleanup Assessment Teams to survey the riverfront, with no pollution threats found.

Welcome Aboard: LT Brian Moneghan, currently the IMD Chief at SEC Southeast Alaska. His previous unit was with Joint Task Force East-Maritime in Portsmouth VA. He will be working with the Southeast Alaskan Area Committee.

The next Southeast Alaska Area Committee meeting will be held in Juneau on October 16, 2025, with agenda items including derelict vessel reimbursement programs, NOAA scientific support, and lessons from this year's flood response. These efforts reflect



ADEC and USCG working together on glacial lake outburst flood response in Juneau.

an ongoing commitment by USCG, DEC, and partners to improve coordination and readiness for emerging threats across Southeast Alaska. We look forward to your attendance.

EPA: Recognition of Mary Goolie:



Mary K. Goolie retired on June 27, 2025 after more than 30 years of dedicated service with the EPA.

During her time at the agency, Mary contributed to the Environmental Protection Agency (EPA) and the state of Alaska in numerous

capacities. She started in 1994 as an intern and then became an Administrative Officer where her passion for public service grew, leading her to join the Emergency Response team at the EPA.

Mary's next role with the EPA was the Alaska Area Planner/ARRT Coordinator. In addition to her role as a Planner, she was a member of the Response Support Corps, deploying with the Incident Management Team during Hurricane Katrina and responding to various other disasters offering crisis intervention support to responders as a certified member of the Critical Incident Stress Management (CISM) team.

In the early 2000s Mary decided to step away from the world of emergency response and transitioned to a Brownfields Project Manager position and subsequently lead the Alaska State/Tribal Response Program. Mary's work in Brownfields touched hundreds of communities with an emphasis on our underserved residents.

After twelve years in Brownfields, Mary returned to Emergency Response in 2018. She played a crucial role for Alaska as the Alaska Regional Response Team transitioned from the Unified Plan and 10 Subarea Plans to the Regional Contingency Plan and four Area Contingency Plans. Over the past year, she assumed the Planner role for the Northwest, overseeing the entirety of Region 10, while continuing her involvement with the Response Support Corps on the CISM team during disaster responses.

Mary's passion and dedication to the people of Alaska is unmatched. On behalf of the ARRT, we wish Mary a well-deserved and fulfilling retirement – though we know she will always make herself available to listen, support, and continue to advocate for the people and lands of Alaska.

Alaska DEC:

Red Dog Mine – On May 14, 2025, Teck Alaska Inc., notified DEC of a process water release at Red Dog Mine. The initial estimated release of up to 400,000 gallons of processed water was later revised to no more than 170,000 gallons. A portion of the revised volume left the gravel infrastructure to impact tundra, and an estimated 1,000 gallons enter Red Dog Creek. Process water has the potential to contain zinc, lead, cadmium, and tailing sediments.

A variety of response tools were used in the response to include a trench created across the road to divert the spill into a lined containment area; berms constructed to keep the spilled process water on the gravel infrastructure; and vacuum trucks collected approximately 9,700 gallons of process water. The majority of solids in the process water naturally deposited on the gravel infrastructure. The area of release was well delineated. Crews collected 870 cubic yards of surface material from the gravel infrastructure. Repairs and modifications were made to

the road and existing snow berms to direct future runoff into secondary containment and away from sensitive areas.

A preliminary sample of the released process water was collected near where the spill entered the tundra and Red Dog Creek for contaminant analysis. The results identified lead as the contaminant of concern in the process water. 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.



PC: Teck Alaska Incorporated

North Slope truck rollover – On March 1, 2025, the DEC was notified of a truck rollover approximately 400 feet southwest of the intersection of the Kuparuk, Spine, and Milne Point Roads. The truck, operated by Colville, Inc., released an estimated 1,909 gallons of diesel fuel to the tundra on the southeast side of the road through the vent pipes; the tank itself was not punctured during the accident. Since the spill impacted an adjacent pipeline right-of-way (ROW), coordination on the cleanup also included the Department of Natural Resources (DNR) State Pipeline Coordinator Section and ROW lease holders.

Initial response included recovery of the disabled tanker, removal and containerizing the contaminated snow, and collection of phase-separated product using vacuum trucks. Approximately 1,178 gallons of diesel were recovered from the snow/diesel mix and approximately 650 gallons of phase-separated product were recovered by vacuum trucks, totaling approximately 1,828 gallons of diesel recovered.

Warm water flushing operations were conducted on April 23-24, 2025. A total of 3,780 gallons of hot water were used during the flushing operation. Colville processed the suctioned water to recover water contaminated with sheen. No free phase product was observed. During the initial phase of the flushing operation both a sheen and odor were observed. At the conclusion of the flushing operation, neither sheen nor odor were observed. No impacts to wildlife were observed. Sorbent booms remained on site to assist with additional monitoring during spring snow melt, and analytical confirmation sampling activities were planned for mid-July 2025.



PC: Alaska DEC (April 23, 2025)

Case Study on NOAA Support Provided for Incident Management:

Liza Sanden, National Oceanic and Atmospheric Administration (NOAA) Scientific Support Coordinator and Department of Commerce's representative to the ARRT. In her role as Scientific Support Coordinator, she serves as a principal advisor to the Federal On Scene Coordinator on scientific issues, coordinates requests for assistance from state and federal agencies on scientific issues, and communications with the scientific community. The case study below is unique in that it highlights the broad range of scientific support and expertise originating from multiple NOAA programs. Four of the six NOAA line offices provided support to this incident ranging from satellite data to support from fisheries enforcement.



PC: USCG

Fire on board M/V Morning Midas; North Pacific:

NOAA Office of Response and Restoration (OR&R) supported the USCG response to a vessel fire offshore Adak, Alaska, leveraging emergency products from across NOAA offices.

On June 3, 2025, the M/V Morning Midas, a 599-foot car-carrying vessel, suffered a catastrophic fire while in transit from China to Mexico approximately 265 nautical miles off the coast of Alaska. More than 900 vehicles on board were electric or hybrid and contained lithium-ion batteries.

The NOAA OR&R and Office of Coast Survey (OCS), along with the NOAA Fisheries and the National Weather Service (NWS) and National Environmental Satellite, Data, and Information Service (NESDIS), coordinated with the USCG to provide emergency response support along with other federal and state emergency managers.

- **Satellite Imagery Analysis:** On June 4, 2025, the day after the reported fire, the Midas' Automatic Identification System (AIS) stopped transmitting the ship's position. NOAA Satellites determined that while routine high-resolution imagery over the open ocean is generally not available, the heat contrast from the fire against the cold water allowed for thermal detections in lower-resolution satellite imagery, which correlated well with AIS data before its transmission stopped.
- **Drift forecasts:** On June 5, 2025, the NWS Ocean Prediction Center began issuing weather and sea state forecasts supporting OR&R-prepared drift assessments for the vessel. The drift forecasts predicted when, if the vessel remained afloat, it would likely cross the EEZ perimeter into U.S. waters—which it ultimately did. These spot ocean forecasts of wind and waves also supported USCG and commercial ship operations throughout the incident.
- **Aviation forecasts:** The NWS Aviation Weather Center provided spot forecasts for USCG aviation crews.
- **Fuel fate analysis:** OR&R provided a fuel fate analysis, given updated information about the fuel on board. The vessel had 1,530 metric tons (~400,000 gallons) of Very Low Sulfur Fuel Oil and 350 metric tons of Automotive Gasoline (~10,000 gallons), plus the vehicles.
- **Risk to fisheries:** NOAA Fisheries assessed the potential risk of pollution from the ship to two different international fishing fleets, which was low given the weather conditions and distance from the location of the ship's sinking.
- **Risk to navigation:** OCS assessed the risk to navigation, which was low given the location of the vessel outside of the EEZ and the depth in which the vessel eventually sank.
- Despite the best efforts of salvage and tug crews, the Midas sank in international waters approximately 450 miles southwest of Adak, with significant pollution potential from fuel.

Alaska's Area Committees

Alaska RRT: EPA Coordinator: Stephanie Wenning wenning.stephanie@epa.gov; ADEC Coordinator: Ytamar Rodriguez ytamar.rodriguez@alaska.gov; USCG Coordinator: LT Angella Gebert angella.r.gebert@uscg.mil. Please see the Area Committee web pages for the most current information on area committee meetings, subcommittee and working group projects, and other events.

Southeast Alaska Area Committee

<https://dec.alaska.gov/spar/ppr/contingency-plans/response-plans/southeast-alaska-area/>

Next Meeting: Oct. 16, 2025

USCG Secretary: LT Lindsay Wheeler lindsay.m.wheeler@uscg.mil

ADEC Area Planner: Julie Liford-Parker julie.parker@alaska.gov

Prince William Sound Area Committee

<https://dec.alaska.gov/spar/ppr/contingency-plans/response-plans/prince-william-sound-area/>

Next Meeting: Oct. 14, 2025

Location: Virtual

USCG Secretary: Andrew Watland andrew.m.watland2@uscg.mil

ADEC Area Planner: Julie Liford-Parker julie.parker@alaska.gov

Alaska Inland Area Committee

<https://dec.alaska.gov/spar/ppr/contingency-plans/response-plans/inland-area/>

Next Meeting: Dec. 2, 2025

EPA Area Planner: TBD

ADEC Area Planner: Julie Liford-Parker julie.parker@alaska.gov

Arctic and Western Alaska Area Committee

<https://dec.alaska.gov/spar/ppr/contingency-plans/response-plans/arctic-western-area/>

Next Meeting: Nov. 12, 2025; Subcommittees: Oct. 15, 2025

Location: Anchorage, AK and Virtual (see website for details)

Area Committee Point of Contact: gina.m.winters@uscg.mil

USCG Secretary: LCDR Amanda Faulkner Amanda.K.Faulkner@uscg.mil

ADEC Area Planner: Julie Liford-Parker julie.parker@alaska.gov

National Response Center Notification Registration - How to Receive Notifications

Industry, communities, and individuals can report a spill to the National Response Center (NRC) at 1-800-424-8802. The NRC is staffed 24 hours a day by personnel who will ask you to provide as much information about the incident as possible. The NRC then activates the notification process by e-mailing/calling stakeholders about the incident. You must submit an application to NRC in order to receive notifications. The application can be found at the following link:

<https://nrc.uscg.mil/FOIAFiles/ApplicationToReceiveNRCReportsForm.pdf>

You can submit completed applications via email to nrc@uscg.mil or fax (202) 267-1322. For specific questions about the application or to discuss the process further please feel free to contact the NRC Senior Watch Officer at 202-372-2430.

Content provided by: ARRT; layout design by: UAA AERC/ADAC-ARCTIC