

Shepard Point Marine Tribal Transportation Oil Spill & Marine Casualty Response Facility



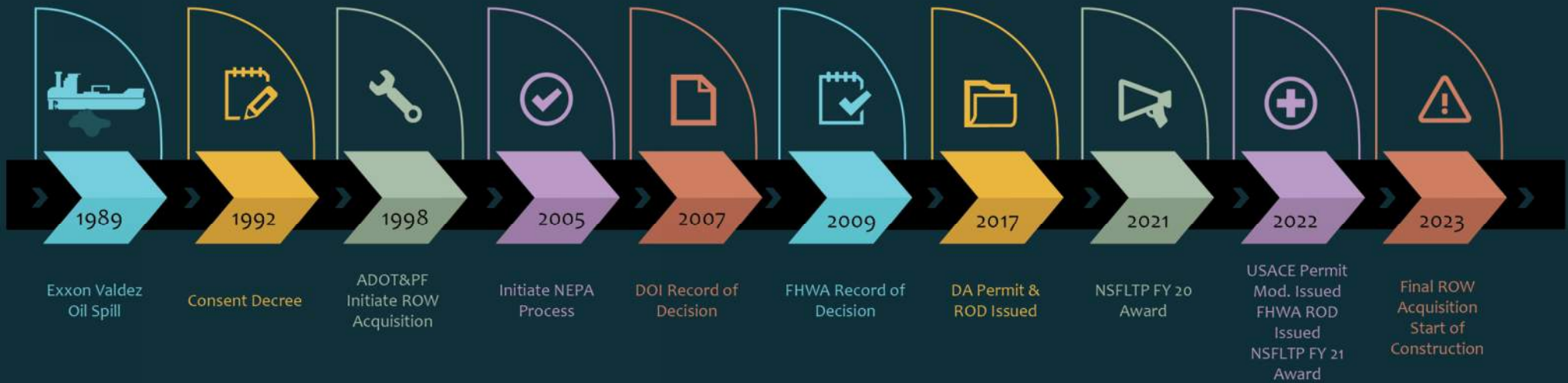


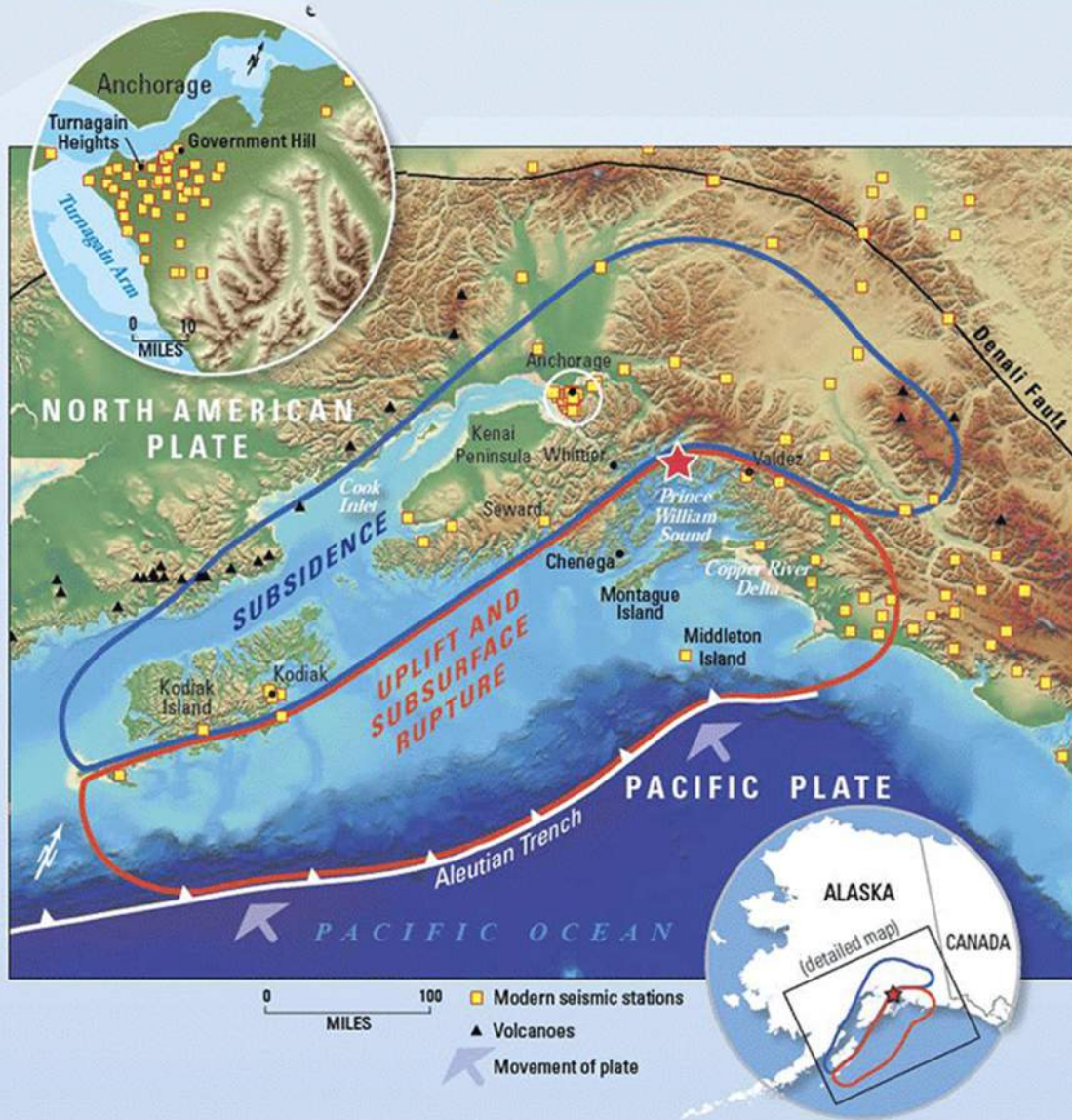
SHEPARD POINT PROJECT HISTORY

- Sought by Cordova since '64 earthquake where uplift left the harbor "high & dry"
- 1989 spill in which Cordova had the only all-weather airport in the Sound to bring in supplies.
- 1992 Exxon Settlement called for three Prince William Sound OSR facilities. Tatitlek and Chenega were built, and while the construction of a road and a facility at Shepard Point were included in this settlement, they were never started. Shepard Point allows instant response to oil spills – there is no need to wait for tides to be able to deploy.
- NVE took over the construction, operation, and maintenance of the project with a goal to carry out spill prevention/response.
- 2017 Army Corps of Engineers approved the construction of the Shepard Point road and facility.
- 2022 a Federal Highway Administration grant is awarded to the project to fund construction.



PROJECT HISTORY & MAJOR MILESTONES

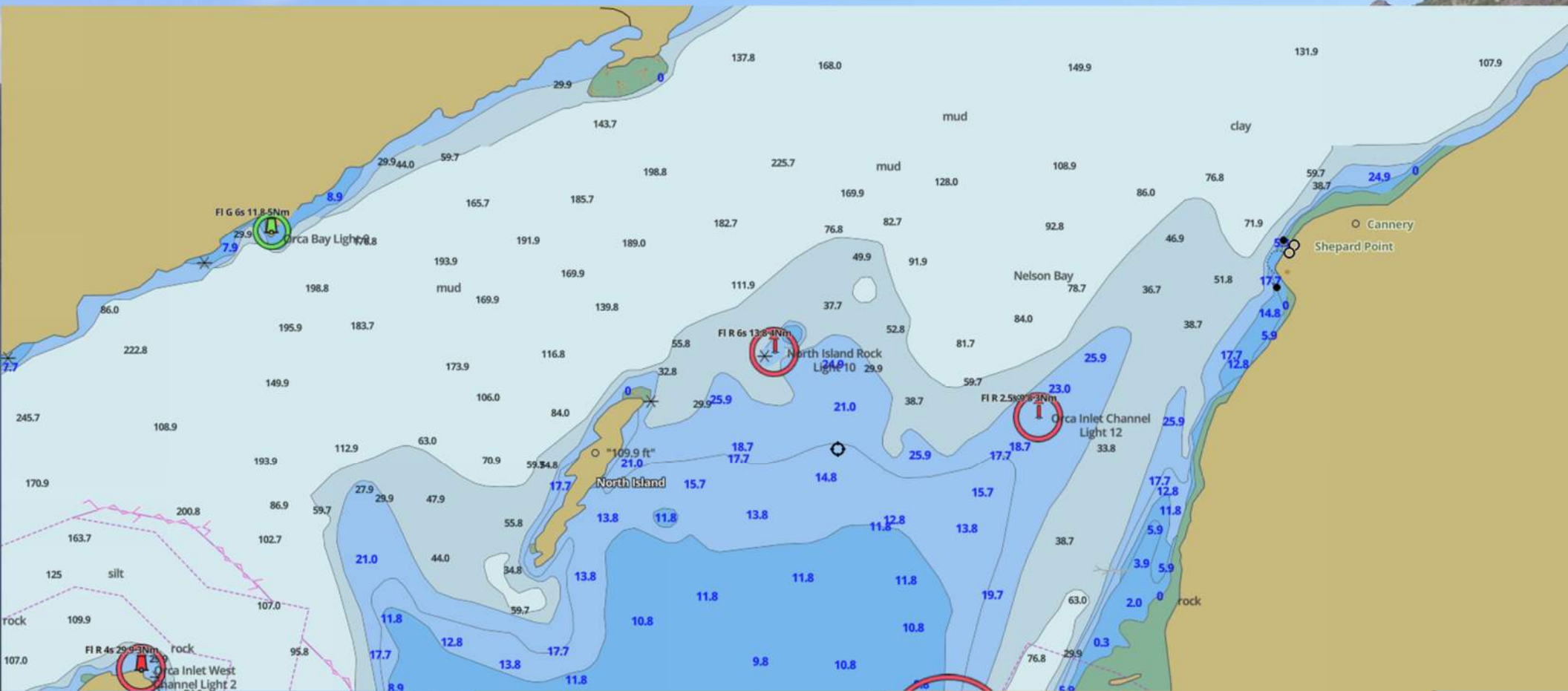




M9.2 GREAT ALASKAN EARTHQUAKE

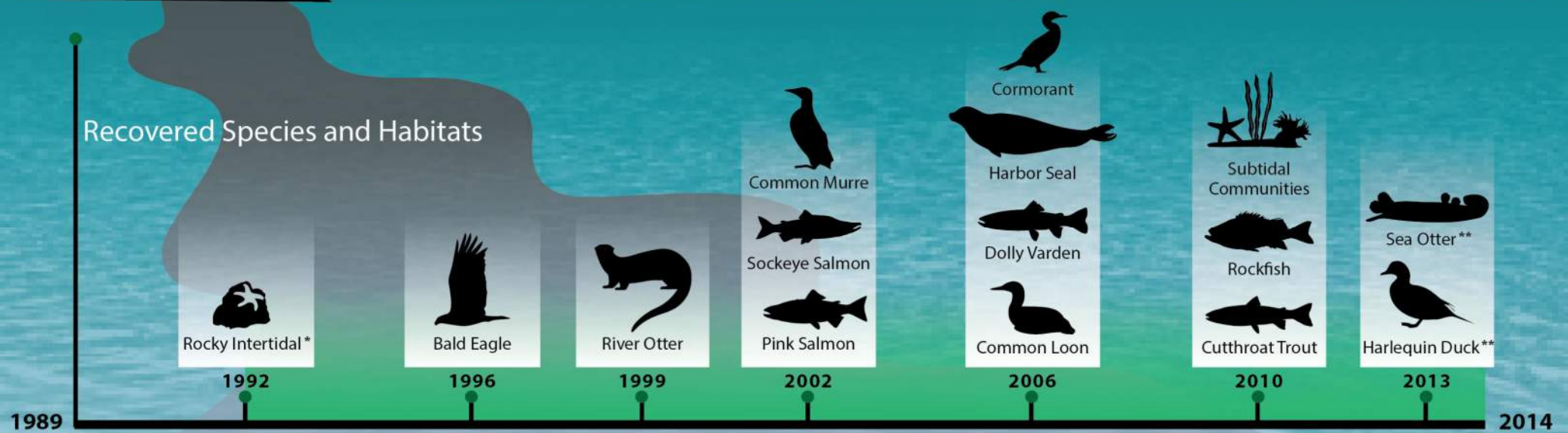
The 1964 Great Alaskan Earthquake generated “400 times the total [energy] of all nuclear bombs ever exploded.” LIFE Magazine, April 10, 1964

NAUTICAL CHARTS FOR CORDOVA HARBOR & SHEPARD POINT

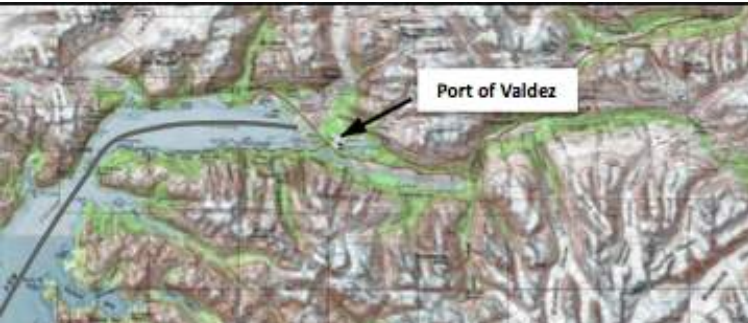




Timeline of Recovery from the Exxon Valdez Oil Spill



EVOSTC, 2010



PROJECT BENEFITS PRINCE WILLIAM SOUND

Accessibility year-round from the all-weather Airport in Cordova.

- Port/Dock capability to serve any draft of ship regardless of tide.
- Laydown area for gear storage and loading.
- Inclusion of marine casualty as North Pacific vessel traffic/spill threat grows.
- NVE has been in regular conversation with Alyeska Pipeline/SERVS and Chadux/The Network, spill and marine casualty responders with permits to operate in the area. Construction plans are tailored to meet lay-down, warehousing, ship-berthing, and loading needs we have so far identified.
- Approvals needed to amend C-Plans by ADEC and USCG; advised by RCAC



PROJECT PURPOSE

The purpose of this project is to:

- Construct an Oil Spill Response and Marine Casualty Response Facility and deep-water port in the Cordova area that could receive oil spill equipment from any location at all tides
- Accommodate oil spill & marine casualty response vessels and oil spill response-related cargo vessels with deeper drafts than can be accommodated by existing facilities in the area.





PROJECT NEED

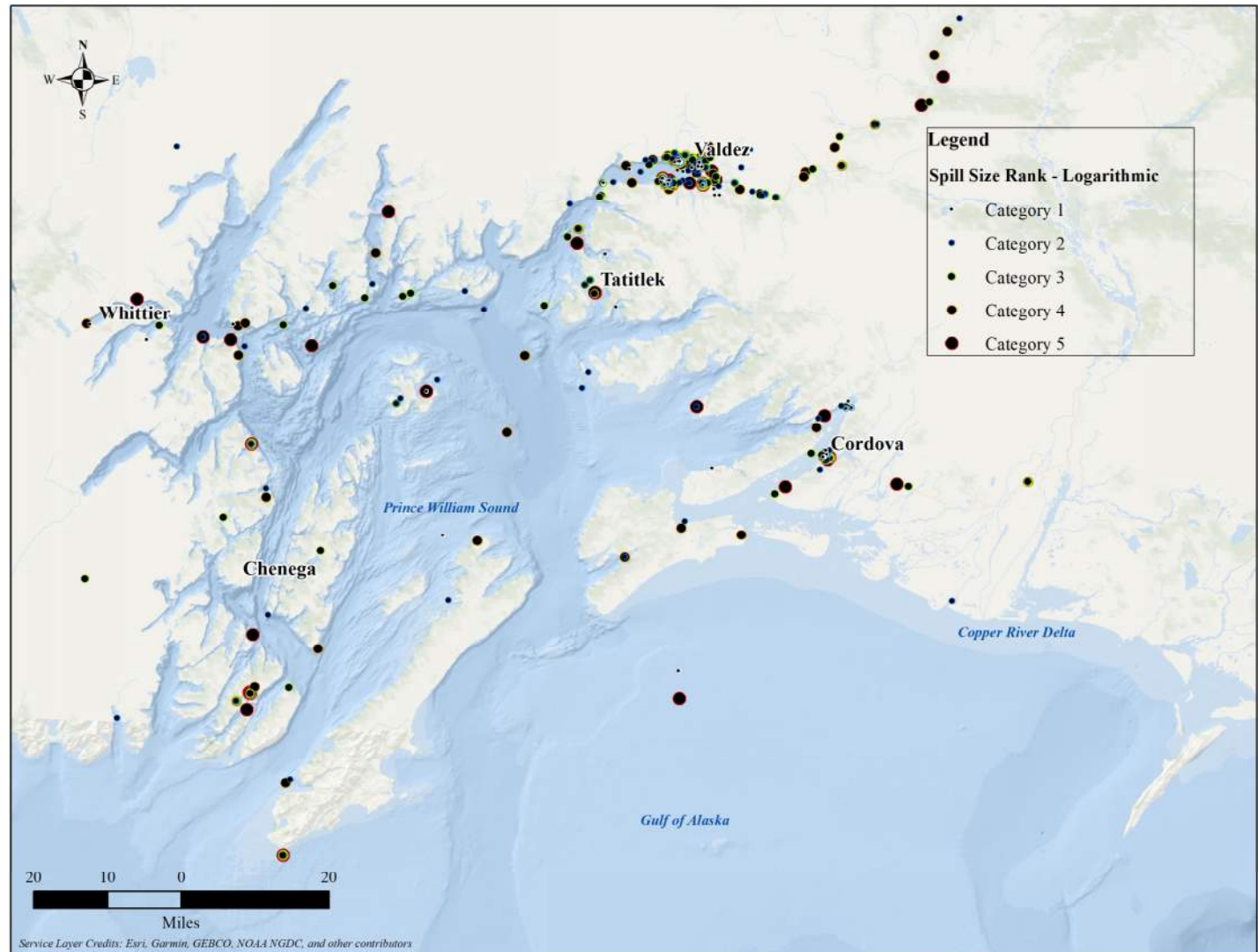
The project is needed to:

- Improve & enhance existing capabilities & maximize efficiency of Cordova's response to a spill/emergency response effort, as called for in the Agreement and Consent Decree.
- Provide dedicated staging area adjacent to the dock to store, sort, and assemble equipment.
- Allow for resupply, continuous transfer of material, and logistical support is crucial to maintaining control of containment and cleanup activities to the deepest draft vessels at any tide.

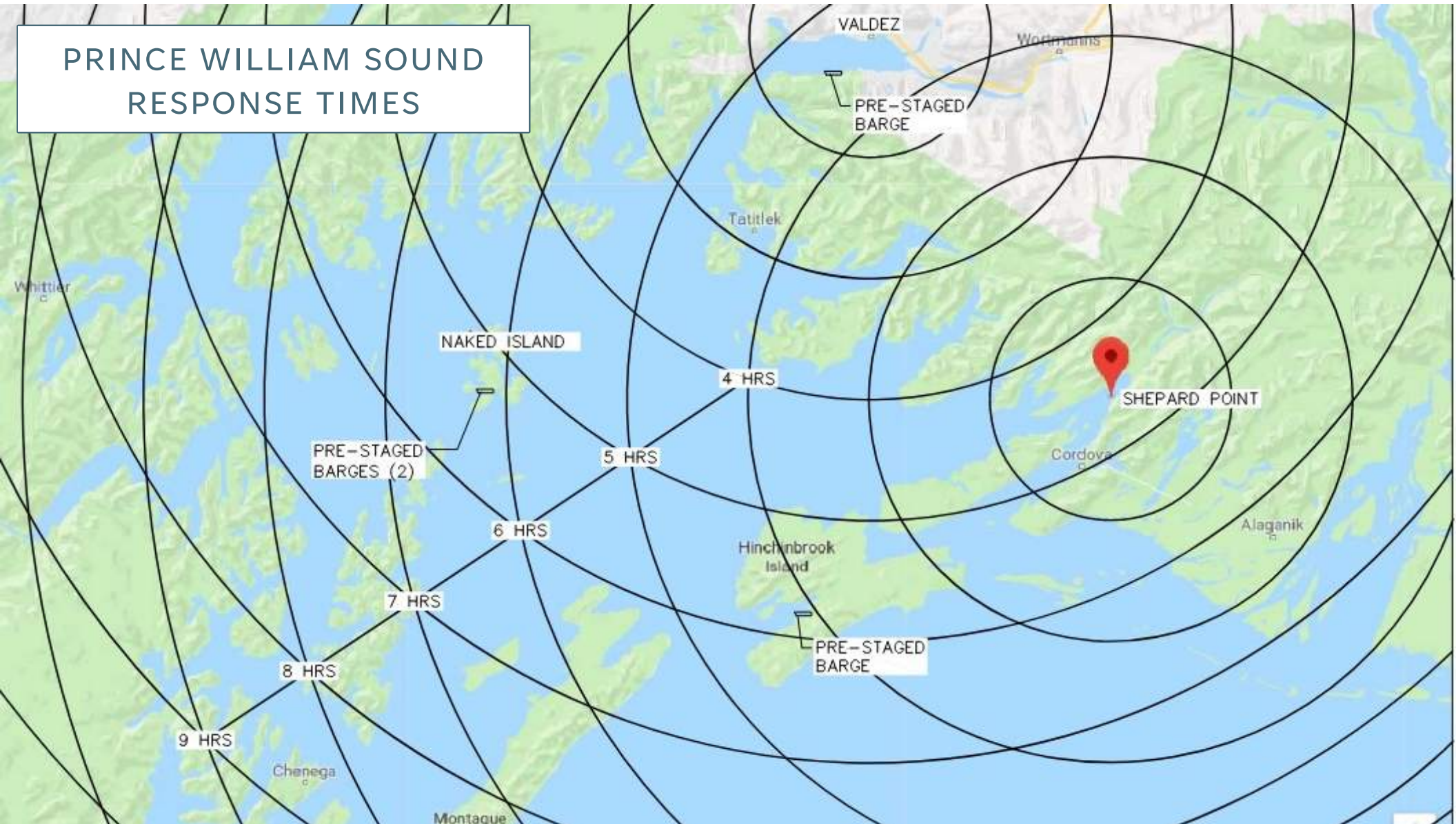
PROJECT BENEFITS PRINCE WILLIAM SOUND

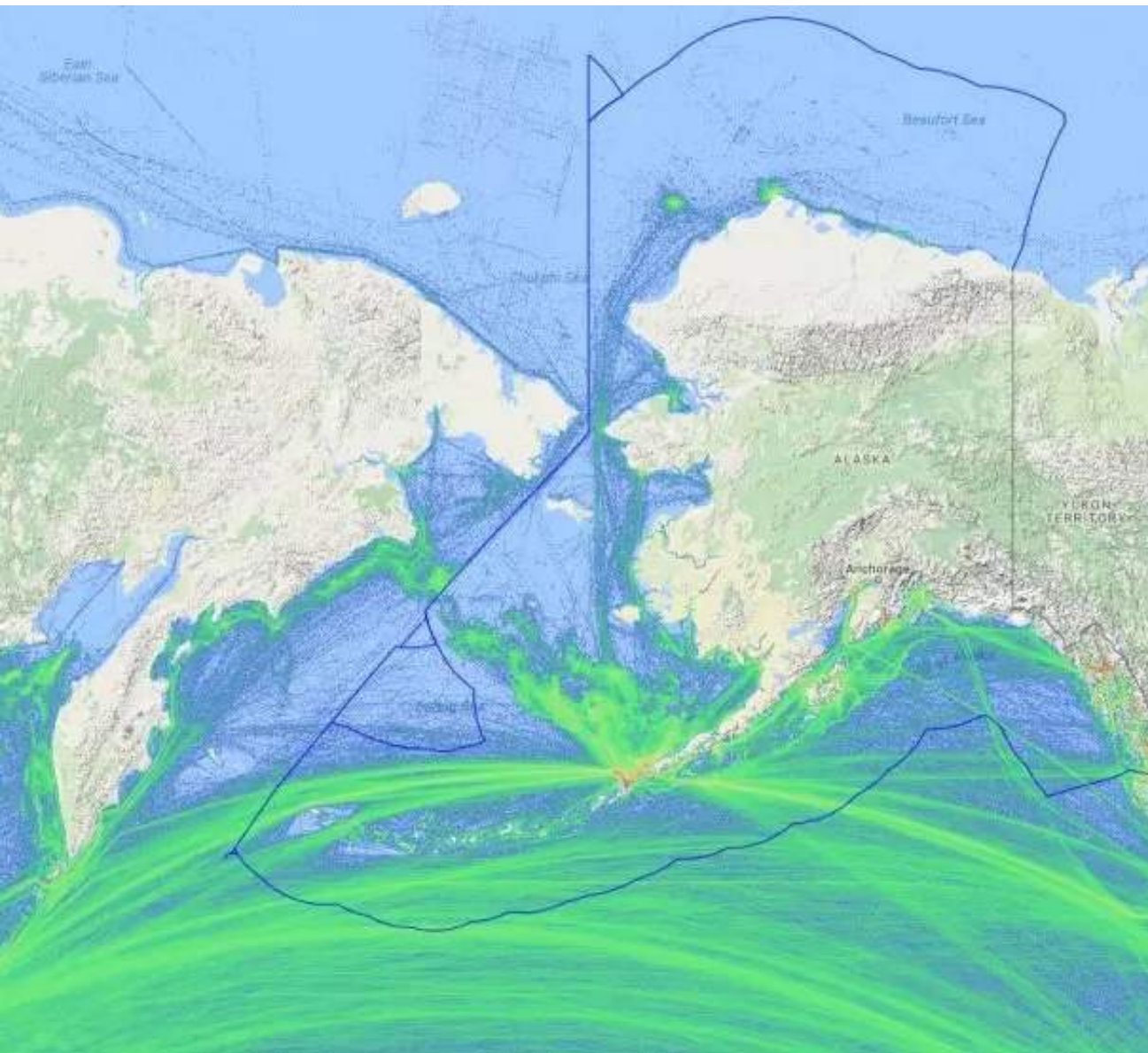
Map showing all oil spills within Prince William Sound from 2010 to 2023.

Note: The size of the marker indicates the size of the spill (e.g., larger marker = larger spill).



PRINCE WILLIAM SOUND RESPONSE TIMES





INCREASED SHIPPING = INCREASED RESPONSE CAPABILITIES

- Currently, spill and marine casualty prevention in the Gulf is based on vessel monitoring; little tug or response capacity exists
- The Aleutians wreck of the Selendang Ayu (2004) taught us we must tow a vessel in distress in a timely manner.
- With the Trans-Mountain Pipeline, Canada plans to increase Pacific Ocean exports of heavy crude oil by up to 500,000 barrels per day. Currently 250-300 million gallons of fuel per month is being carried on vessels across the Gulf of Alaska (excluding the oil tankers from Valdez).
- Shepard Point offers Chadux a possible berthing site for small and large ships.
- With completion of Shepard Point, NVE and the State would be able to work with the USCG increase oil spill response standards in Alaska.

PROJECT SUPPORT

NVE has received letters of support for this project from Alaska Chadux Network (9/21), and Alyeska Pipeline Service Company (12/18.) Specific uses of Shepard Point have been discussed and ultimate uses may require some change in currently approved contingency plans.

In a government-to-government approach, NVE is building relations with the US Coast Guard.

We are expanding communication with the Prince William Sound RCAC, which advises government regulators on oil spill prevention and response.

DRAFT

MUTUAL AGREEMENT
between the
UNITED STATES COAST GUARD
and the
NATIVE VILLAGE OF EYAK
For enhancing marine safety, oil spill & marine casualty response, and community support in the Eyak Region

This Mutual Agreement (Agreement) is between the United States (USCG), and the Native Village of Eyak (NVE). Pursuant to the constitution of the Native Village of Eyak, & pursuant to the Eyak Tribal Council has the power to enter into this Agreement on behalf of the Tribe.

ALASKA Chadux Network
2347 Azurite Court
Anchorage, AK 99507
admin@AlaskaOSRO.org
November 9, 2021
Via email at: bert.adams@eyak-nsv.gov

Re: Letter of Support – Shepard Point Port & Road Project

Dear Mr. Adams,
As the Native Village of Eyak undertakes construction of the enhanced port project, the Native Village of Eyak is pleased to provide support for the project.

Alyeska pipeline
Thomas J. Barrett
President
December 13, 2018

RCAC
Bertrand Adams
Native Village of Eyak
110 Nicholoff Way
Cordova, AK 99574
January 3, 2018
Via email at: bert.adams@eyak.nsv.gov

Dear Mr. Adams,
Thank you for meeting with our Oil Spill Response Committee in Cordova. We are writing this letter as a follow up to our conversation, to inform you of our common interest in improving marine safety and oil spill response in the Prince William Sound and our willingness to observe and advise on the Shepard Point Oil Spill Response Facility.

The Shepard Point project was one of the enhanced oil spill response facilities agreed to in the Alyeska settlement on the 1989 Exxon Valdez oil spill. It was proposed by the City of Cordova, a founding member of the RCAC. During the Exxon Valdez response, efforts were made to create an all-weather airport connection that could load equipment to the Sound. That deficiency continues today. Funding for preliminary work and permitting on the project, and the port, contemplates a primary use of the port to support prevention and response.

Dear Committee Members:
Alyeska Pipeline Service Company (Alyeska) has been asked by the Native Village of Eyak (NVE) to write a letter of support regarding their proposal to build an oil spill response facility at Shepard Point. Alyeska's mission is to provide safe, environmentally responsible, reliable and cost-effective oil pipeline transportation from the North Slope of Alaska. In 1989, Alyeska created the Ship Escort/Response Vessel System (SERVS) to prevent oil spills and provide oil spill response and preparedness capabilities for crude oil shipments through Prince William Sound (PWS).

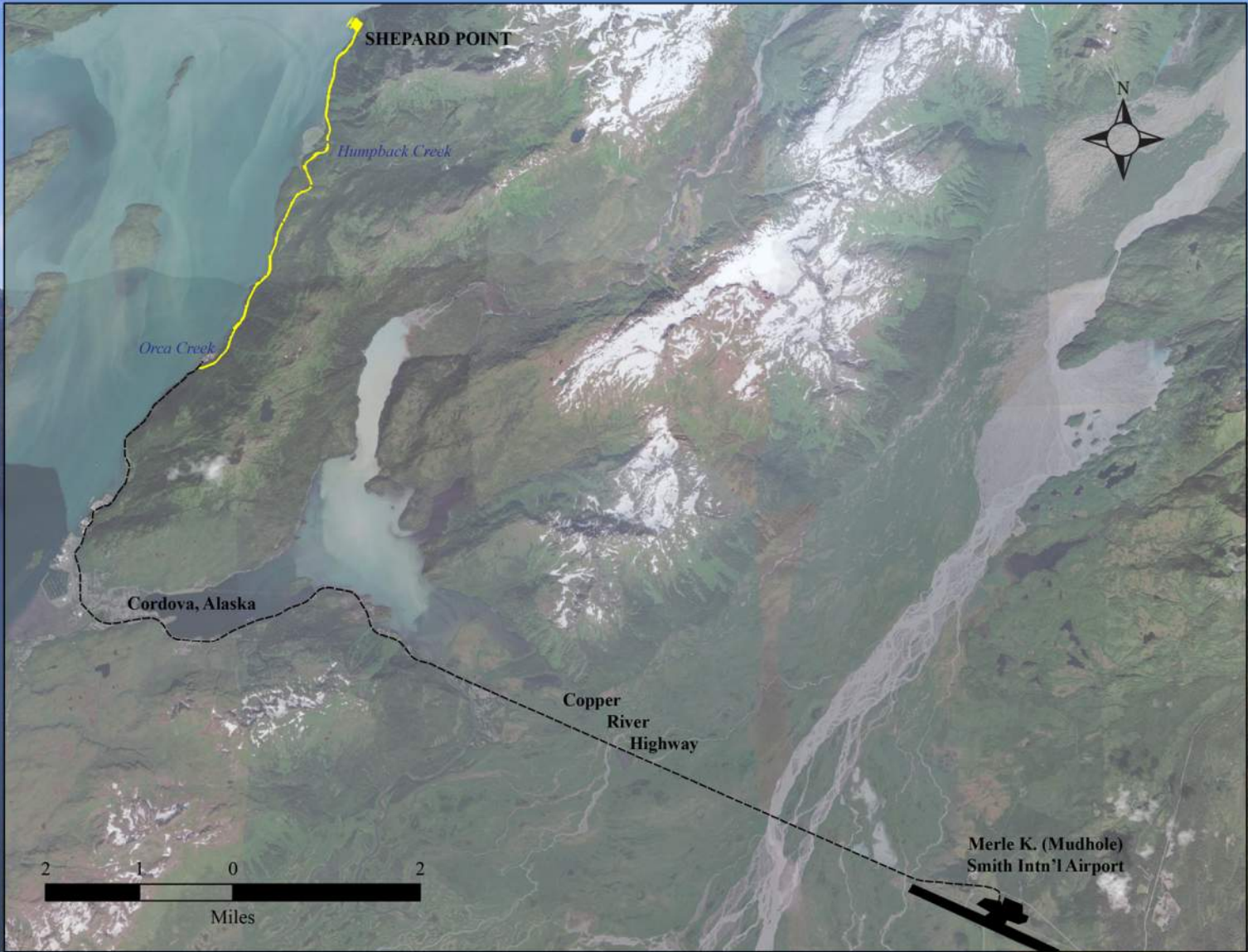
Over the past two years, we have had several meetings with the NVE regarding their proposed Shepard Point Oil Spill Response Facility. We have exchanged information and ideas with them on how the Facility might be designed in a way that would best support emergency spill response in PWS. Alyeska is also aware the NVE is reaching out to other stakeholders involved in PWS spill preparedness and response to gauge support for this project and their appetite for regulatory and Contingency Plan changes that would provide flexibility for Alyeska to leverage the Shepard Point Oil Spill Response Facility.

An aerial photograph of a coastal region. In the foreground, a wide, gravelly road runs along the edge of a body of water. To the right of the road is a dense forest of evergreen trees. In the background, there are rolling hills and mountains under a blue sky with some light clouds. The overall scene is a mix of natural and developed land.

PROJECT DESCRIPTION

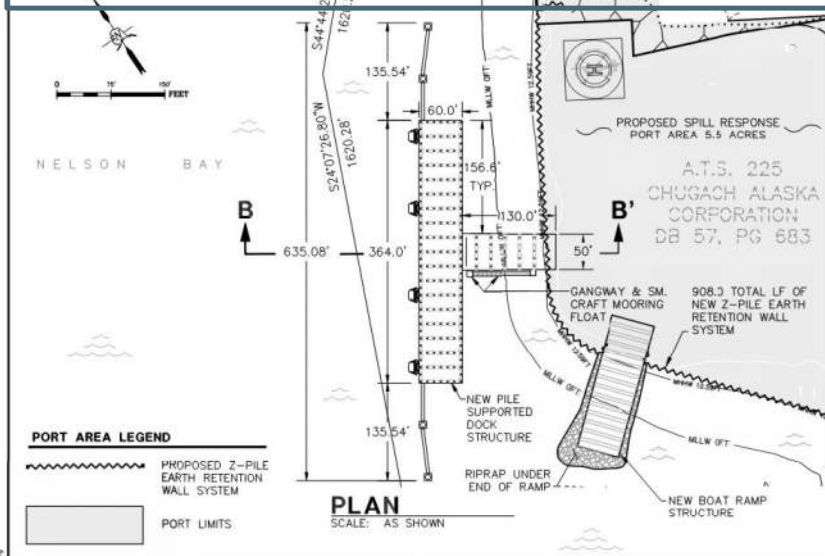
ALL-WEATHER AIRPORT ACCESS TO ALL-TIDE DEEP-DRAFT PORT CONNECTED VIA 4.32 MILES ACCESS ROAD

- Starting as double lane roadway then quickly transitions to single lane for majority of 4.32 mile distance.
- Intervisible turnouts, 100 feet min. length, maximum 1,000 feet apart. (23 turnouts total)
- Gravel Surface, Max. 14% grade. 25 MPH Posted.
- Includes four double lane bridge crossings at Orca, Unnamed, Little Humpback and Humpback Creeks
- 5.5 acres port at Shepard Point with staging area with small boat launch containing pre-positioned equipment contiguous to the deep-draft dock



ALL-WEATHER
AIRPORT
CONNECTION TO
AN ALL-TIDE
DEEPWATER PORT

PROJECT DESIGN & COMPONENTS

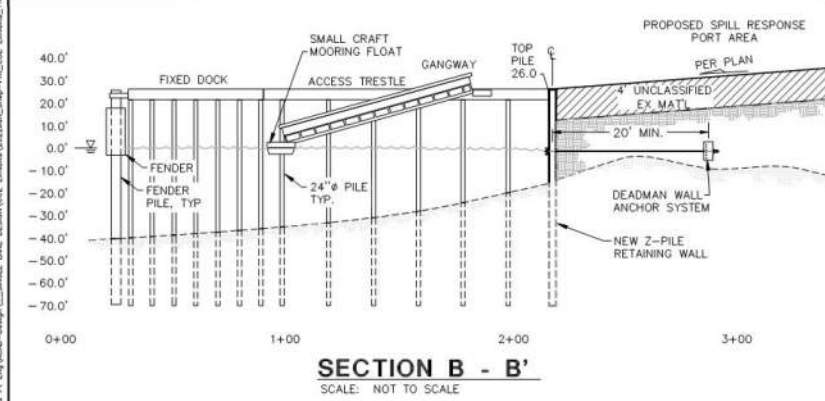


PORT AREA LEGEND

PHOPOSED Z-PILE EARTH RETENTION WALL SYSTEM

PORT LIMITS

PLAN
SCALE: AS SHOWN



SECTION B - B'
SCALE: NOT TO SCALE

THIS SHEET

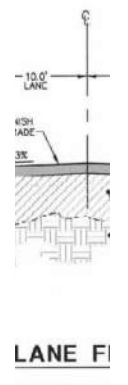
NEW DOCK STRUCTURE OVERALL PLAN & SECTION

PORT DESIGN PLAN VIEW EXHIBIT D

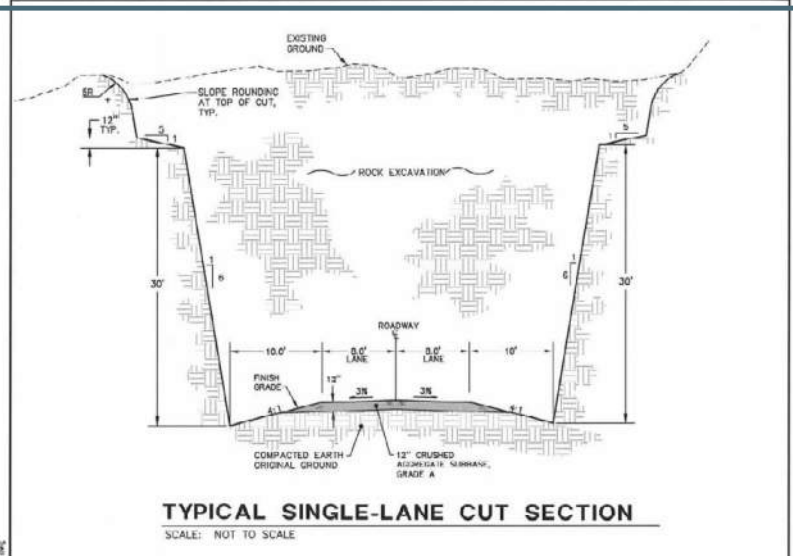
POA# 1994-1014
Applicant: THE NATIVE VILLAGE OF EYAK
Project: Shepard Point Oil Spill Response Facility
Waterway: ORCA INLET
Proposed Activity: Linear Transportation Project
Location: Shepard Point, Cordova Alaska
Date: 10/24/2018



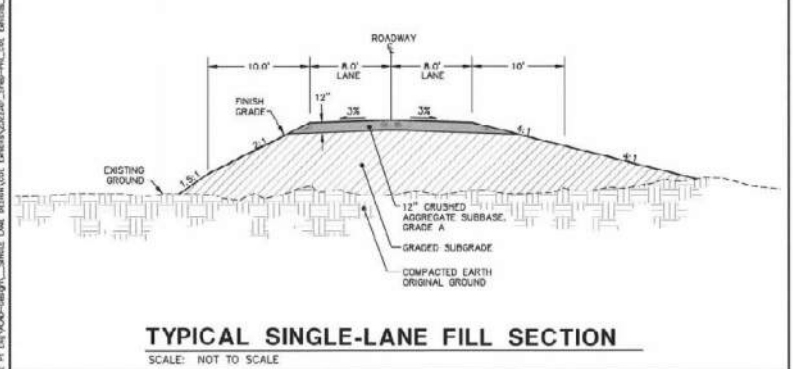
I-LANE



LANE F



TYPICAL SINGLE-LANE CUT SECTION
SCALE: NOT TO SCALE



TYPICAL SINGLE-LANE FILL SECTION
SCALE: NOT TO SCALE

THIS SHEET
SINGLE-LANE CUT/FILL
ROADWAY SECTION

POA# 1994-1014
Applicant: THE NATIVE VILLAGE OF EYAK
Project: Shepard Point Oil Spill Response Facility
Waterway: ORCA INLET
Proposed Activity: Linear Transportation Project
Location: Shepard Point, Cordova Alaska
Date: 10/24/2018

PRE-FABRICATED BRIDGES

Four significant 2-lane bridges:

HL-93 rated (Std American Highway)

ORCA Cr (Sta 341) – 100 LF, 40'W

No Name (Sta 433) – 120 LF, 36'W

Lt Humpback (Sta 460) – 140 LF, 49'W

Humpback (Sta 492) – 200 LF, 36'W

1 or 2 Access trestles to docking structure

120 – 140 LF – Single Lane

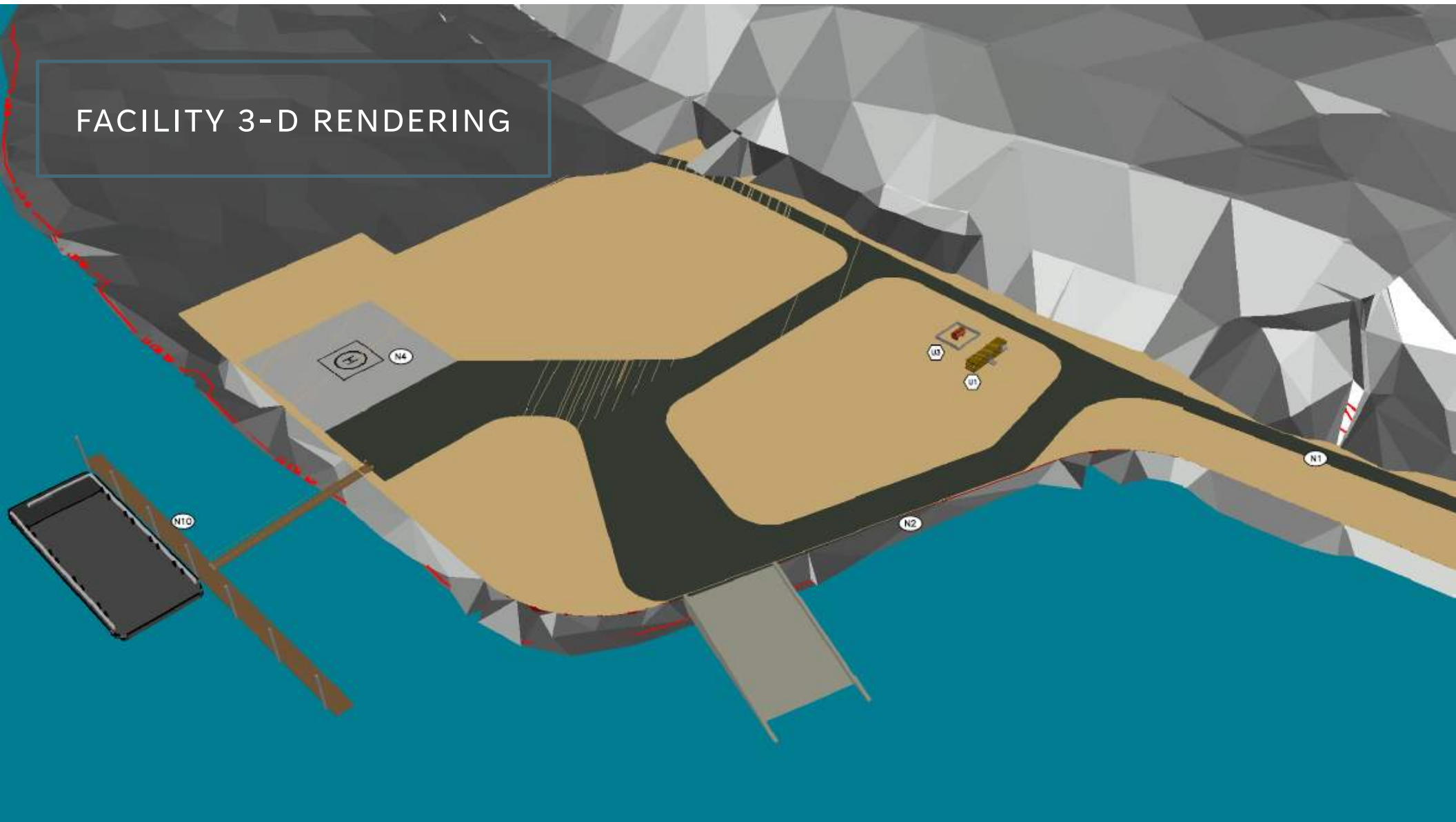


ENGINEERING & CONSTRUCTION FEATURES

- Blasting & Excavation then Hauling
- Maintain Access to Orca Lodge/City land and features
- Utilization of rip-rap at toe in tidal locations
- Cut / Fill Balance
- Designed to be worked from multiple locations



FACILITY 3-D RENDERING



PROJECT FUNDING

SOURCE	YEAR	AMOUNT
Cash on hand	current	\$1,000,000 ±
NSFLTP	2020	\$40,199,000
NSFLTP	2021	\$45,700,000
TTP – Bridge Grant	Pending ROW Agreement	\$35,033,786 ±
IRT – Military Training/Support	2023 - 2026	\$2,000,000 ±
TOTAL		\$ 124,000,000 ±

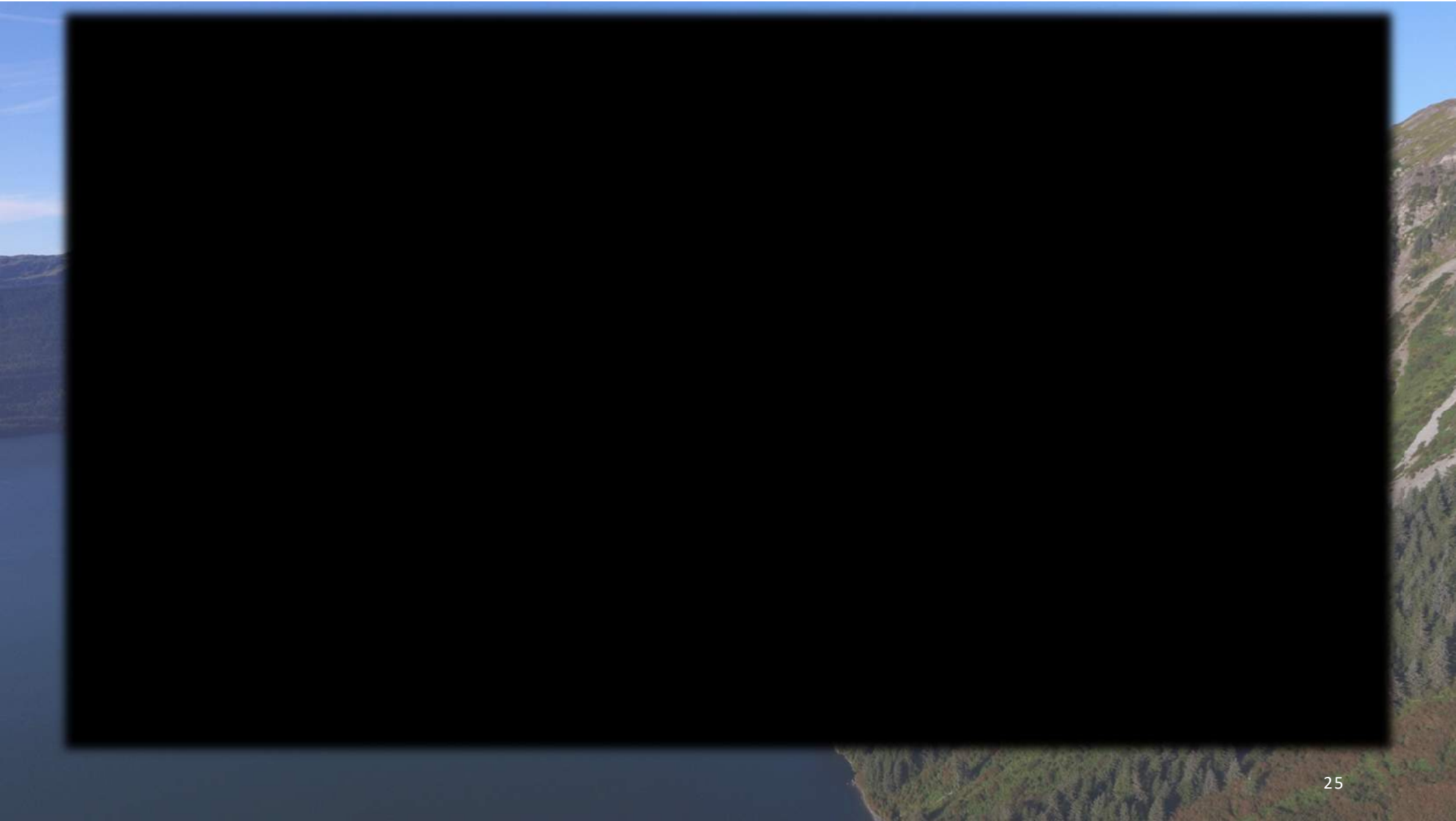
PROJECT SCHEDULE

MAJOR PROJECT PHASES	Planned Start Date	Planned End Date
Mobilization 2023	8/15/23	9/01/23
Tree Clearing	9/01/23	10/30/25
Rock/Soil Excavation & Fill for grade	9/01/23	9/15/26
Bridge Construction	3/15/24	8/06/26
Port Construction activities	8/15/24	10/15/27
Dock Design	3/01/25	10/15/27
Demobilization	8/15/27	8/15/28
Project Closeout		9/30/28

As the original stewards of the natural environment, Tribes and Indigenous communities have expertise critical to finding solutions to the climate crisis and protecting our nation's ecosystems.

-White House Council on Environmental Quality Chair Brenda Mallory







QUESTIONS

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Direct Line: 907-344-3255

Kraig Hughes, P.E., PLS
Program Manager
Bristol Engineering Services Corporation
Email: khughes@bristol-companies.com
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For More Information Visit
Shepardpointsoilspillresponse.com