

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION



U.S. COAST GUARD SECTOR ANCHORAGE



U.S. EPA, REGION 10 ALASKA OPERATIONS OFFICE

LETTER OF PROMULGATION

Dear Aleutians Subarea Contingency Plan Holder:

Attached is Change 1 to the *Aleutians Subarea Contingency Plan for Oil and Hazardous Substance Spills and Releases* (Aleutians SCP). The change represents a major revision of the plan and includes several new sections (Section G, Geographic Response Strategies (GRS), and Section H, Potential Places of Refuge). Due to the overall size of the document and the reproduction costs, the majority of the plan recipients will receive the plan in CD format (as opposed to a hard copy of the plan).

The electronic files of the plan are also available for viewing and download at the following website:

http://www.dec.state.ak.us/spar/perp/plans/scp_al.htm

Please take the time to review the updated plan and provide any recommended changes for future revisions to the following:

ADEC Preparedness Section
555 Cordova Street
Anchorage, AK 99501
Phone: (907) 269-7683 Fax: (907) 269-7648

EPA Region 10, Alaska Operations Office 222 W 7th Avenue, #19
Anchorage, AK 99513
Phone: (907) 271-3414 Fax: (907) 271-3424

U.S. Coast Guard Sector Anchorage
510 L Street
Anchorage, AK 99501
Phone: (907) 271-6700 Fax: (907) 271-6751

The *Aleutians Subarea Contingency Plan* is the guideline for establishing operations in the event of a major response effort to an oil spill or hazardous material release. This volume supplements the *Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases* (Unified Plan).

Information contained herein has been disseminated to agencies and personnel involved in various response and cleanup activities.

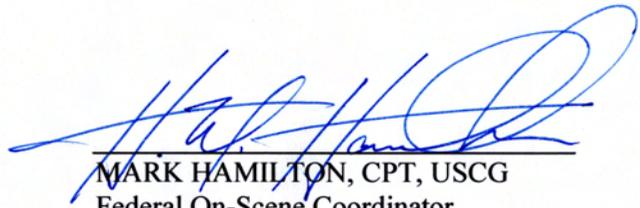
The *Aleutians Subarea Contingency Plan* is the result of a joint planning effort. Members of the U.S. Environmental Protection Agency, U.S. Coast Guard, Alaska Department of Environmental Conservation, U.S. Department of the Interior, and numerous other federal, State, local, Native and industry participants contributed to this document.

We appreciate the constructive comments received during the public review process, and we incorporated the majority of the comments.

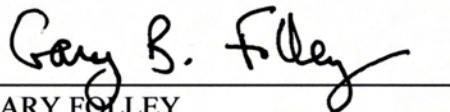
Any questions regarding the plan may be directed to the individuals listed in this letter. The Record of Changes page in the Introduction Section has also been updated to denote this update to the plan.



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ALEUTIANS SUBAREA CONTINGENCY PLAN

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UNIFIED PLAN & SUBAREA CONTINGENCY PLAN DESCRIPTIONS

The Aleutians Subarea Contingency Plan is a supplement to the *Alaska Federal/State Preparedness Plan for Response to Oil & Hazardous Substance Discharges/Releases* (commonly referred to as the **Unified Plan**). The Unified and the Subarea Contingency Plans represent a coordinated and cooperative effort by government agencies and were written jointly by the U.S. Coast Guard (USCG), the U.S. Environmental Protection Agency (USEPA), and the Alaska Department of Environmental Conservation (ADEC). The Oil Pollution Act of 1990 (OPA 90) requires the USCG and the USEPA to prepare oil spill response plans for the State of Alaska, which is designated as an entire planning region under Federal guidelines. Alaska statute requires the ADEC to prepare a state-wide plan addressing oil and hazardous substance discharges. The **Unified Plan** meets those Federal and State planning requirements.

OPA 90 requires the development of Area Contingency Plans for the inland and coastal zones of each Federal region. For the Alaska region, there are three Coast Guard Captain of the Port (COTP) zones and one inland zone. The three Captain of the Port zones are: 1) Juneau, which covers all of Southeast Alaska; 2) Prince William Sound, which covers the Prince William Sound area; and 3) Western Alaska, which includes the rest of coastal Alaska from Cook Inlet out to the Aleutians and north to the Beaufort Sea and the Canadian border. The inland zone is subdivided into two sectors: 1) the North Slope oil production area and the Trans-Alaska Pipeline System (TAPS) and 2) all other areas inland from the coastal zones.

Alaska statute divides the state into ten regions for oil and hazardous substance spill planning and preparedness and directs the ADEC to complete preparedness plans for the state and the ten regions. The USCG and the USEPA joined with the ADEC to use these ten regions for area planning instead of the Federal planning divisions since this would facilitate unified planning for the State of Alaska and prove more practical as well (for example, the huge Anchorage COTP planning area is replaced by seven more manageable divisions). Because the State of Alaska is called a planning region under Federal planning guidelines (and to avoid confusion with the other Federal term, area contingency plans) these ten subordinate planning regions of the State are called subareas in the context of the **Unified Plan**.

The **Unified Plan** contains information applicable to pollution response within the entire State of Alaska and meets the pollution response contingency planning requirements applicable to the Federal and State governments. The plan provides broad policy guidance and describes the strategy for a coordinated Federal, State and local response to a discharge, or substantial threat of discharge, of oil and/or a release of a hazardous substance within the boundaries of Alaska and its surrounding waters.

Under both Federal and State law, the responsible party for an oil spill or hazardous substance release is required to report the incident and mount a response effort to contain and cleanup the release. The Federal and State governments mandate response plans for oil tank vessels and facilities that have stringent spill response requirements. If the responsible party fails to respond adequately or if no responsible party can be identified, then the Federal and State governments will rely on the **Unified Plan** and the appropriate Subarea Contingency Plan for response protocols and guidance.

The **Unified Plan** contains: Federal and State authorities, planning requirements, response policies, and administrative guidance; unified response organization, including ICS structure; permits; statewide resources; standard site safety plan; guidelines for dispersant use and *in situ* burns; statewide hazardous materials profile; applicable MOUs and MOAs; public affairs guidance; wildlife protection guidelines; and cultural resources protection guidelines.

Whereas the **Unified Plan** contains general information for response efforts taking place anywhere in the State of Alaska, the Subarea Contingency Plan (SCP) concentrates on issues and provisions specific to its particular subarea. The Aleutians SCP focuses on the Aleutian and Pribilof Islands and the southern portion of the Alaska Peninsula. The boundaries of this subarea are described in the Background Section of this plan. The Aleutians SCP provides information specific to the area, including emergency response phone numbers, available response equipment, specific response guidance, and information on hazardous materials presence and sensitive areas protection.

Alaska State statute mandates a public review of all new plans, an annual departmental review of these plans, and another public review whenever the plans are significantly revised. The ADEC offers a public review of these plans for a period of 30 to 60 days during which verbal and written comments are accepted. During this comment period, several public meetings are held at locations appropriate for the plan being reviewed. The Federal government does not require public review for any of its plans, though the USCG and the USEPA, as part of the Alaska unified planning process, do cooperate with the State of Alaska and participate in the public review process.

Neither the Federal nor the State government maintains a formal approval process for these plans. The **Unified Plan** and the SCPs are presented to the Alaska State Emergency Response Commission and the Alaska Regional Response Team for review and comment. Per the National Contingency Plan, the Alaska Regional Response Team, working with the State of Alaska, shall develop the Regional Contingency Plan (RCP) for the Alaska federal region. The Unified Plan meets the requirements of the RCP. Acceptance of the plan by the three plan holders – the USCG, the USEPA and the State of Alaska – constitutes approval of the plan.

The Unified Plan and the Subarea Contingency Plans may be accessed online at the following website:
<http://www.dec.state.ak.us/spar/perp/plan.htm>

Aleutian Islands Risk Assessment Project

The Alaska Department of Environmental Conservation and U.S. Coast Guard are working on a multi-stage risk assessment of maritime transportation in the Bering Sea and the Aleutian Archipelago. This effort is being driven by the December 8, 2004 grounding and subsequent oil spill from the [M/V Selendang Ayu](#), along with other marine casualties in the region.

The first phase of this long-term risk assessment and mitigation strategy began with a project titled: Risk of Oil Spills in the Aleutian Islands- A Study to Design a Comprehensive Risk Assessment. A Committee established within the Transportation Research Board of the National Academies conducted this project. Alaska. Information about the committee membership, the statement of task for this study and other background data can be found on the National Academies' web site using the following link:

<http://www8.nationalacademies.org/cp/projectview.aspx?key=48853>

A Ports and Waterways Safety Assessment (PAWSA) workshop was also held in July 2006. Based on extensive discussions during the workshop, concentrations of risks were noted by the participants in three locations:

- Dutch Harbor
- Unimak Pass
- North of Akun Island

The complete PAWSA workshop report can also be accessed at the following website:
http://www.dec.state.ak.us/spar/perp/ai_risk/aleutian_islands_finalrpt.pdf

The Aleutians Risk Assessment Group also reviewed another report entitled “*Vessel Traffic in the Aleutians Subarea*” (September 2006), which provides an excellent summary of the overall types and numbers of vessels that frequent the Aleutian waters. See the full report at:

http://www.dec.state.ak.us/spar/perp/docs/060920vesselreport_s.pdf

The following reflects updated vessel traffic information based on additional data:

A comprehensive review of vessel traffic in the Aleutian region through mid-2006 can be found in a report prepared for the state of Alaska by Nuka Research and Planning Group (2006). This report summarizes commercial and local vessel transits through Unimak Pass using the first 9 months of United States Coast Guard (USCG) data from recently installed automatic identification system (AIS) tracking stations. It also estimates fishing vessel traffic using data from the National Marine Fisheries Service (NMFS) fisheries observers, and summarizes USCG data on casualties and Alaskan data on oil spills from vessel accidents. As an aid to estimating the future risks of spills, the report calculates the volumes of oil carried by the various types of commercial vessels that use the Great Circle Route through the Aleutians, thereby estimating the volumes and types of oil moved through the region. To supplement the Nuka report, the committee requested and received from USCG 2 years of AIS vessel tracking data for Unimak Pass (covering fiscal years 2006 and 2007, and thus expanding the Nuka data set) (USCG 2007). These data indicate about 3,500 vessel transits through the pass from October 1, 2005, through September 30, 2006, and about 4,500 from October 1, 2006, through September 30, 2007.

The following table shows the types of vessels that make up the total for fiscal year 2007—the two largest categories being container ships (40 percent) and bulk carriers (35 percent). The AIS data include detail on each vessel tracked, including its name, flag, port of departure, and date/time of transit, that could be used to investigate other characteristics and historical data on these vessels from public sources. The following are some additional aspects of the AIS data (USCG 2007):

Vessels Transiting Unimak Pass, October 1, 2006 Through September 30, 2007	
Vessel Type	Number of Vessel Transits*
Container ships	1,800
Bulk carriers	1,550
Car carriers	300
Reefers	175
General cargo ships	175
Chemical tankers	125
Crude and product tankers	40
Liquid natural gas and liquid petroleum gas tankers	40
Wood chip carriers	50
Roll-on/Roll-off (RoRo)	50
Other	165
TOTAL	4,470
* Numbers are adjusted for missed days and rounded up.	
Source: U.S. Coast Guard automatic identification system tracking data (USCG 2007).	

- Among the 4,470 transits of large commercial vessels through Unimak Pass following the Great Circle Route in fiscal year 2007:
 - 3,580 vessels westbound (85 percent)
 - 890 vessels eastbound (15 percent)
 - 3,130 vessels bound to/from U.S. ports (70 percent)
 - 1,340 vessels bound to/from Canadian ports (30 percent)
- Number of transits of vessels involved in local trade tracked in and around Unimak Pass in fiscal year 2007: 1,720 (1,435 fishing vessels, or 80 percent of the total)

During fiscal year 2007, the AIS system was operational and appeared to be tracking vessels transiting the Pass about 98 percent of the time. Although a few reports of noncompliance with the AIS carriage requirements were received, the actual rate of compliance is unknown. Since large commercial vessels transiting this route call on both U.S. West Coast and Canadian ports, efforts to learn more about them or to exercise port state control over their operations would have to involve both U.S. and Canadian authorities. By contrast, the roughly 1,700 local vessel transits are mainly U.S.-registered fishing vessels, so USCG can more readily exercise its authority over them, and additional particulars on their operations may be available from U.S. authorities.

Additional vessel traffic data could be collected given additional time and effort. USCG continues to collect and analyze AIS data for Unimak Pass on a regular basis—a third year of such data will be available in October 2008, facilitating efforts to determine trends over time and project future traffic patterns. In addition, more AIS stations could be installed to track vessels on the southern route or farther along the Aleutian chain. In 2009 a worldwide long-range identification and tracking (LRIT) system for ships will become operational and may supply further useful data.

Finally, it is important to note that several other types of vessels may operate or transit the Aleutians in the future with the development of the oil/gas business. These include offshore supply vessels, offshore drilling units, seismic exploration vessels, and anchor handling tugs. The risk assessment would need to account for these and other future additions to vessel traffic over the assumed time period when considering and assessing accident risks.

Plan users may also wish to visit the following sites:

Alaska Dept. of Environmental Conservation:

<http://www.state.ak.us/dec/>

ADEC Prevention & Emergency Response Program, which provides spill response updates:

<http://www.state.ak.us/dec/dspar/perp/>

Alaska State Emergency Response Commission:

<http://www.ak-prepared.com/serc/>

U.S. Coast Guard Sector Anchorage: Under “Port Directory” tab, select “Western Alaska”

<http://homeport.uscg.mil/>

U. S. Environmental Protection Agency:

<http://www.epa.gov>

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NOTIFICATION OF SPILL INCIDENT

Complete SECTION I for ALL reports received.

Complete SECTION II when vessels are the source of pollution.

Complete SECTION III when facilities are the source of pollution.

Report received by:	Time:	Date:
Organization:	Notification of FOSC ____ & SOSC ____	
SECTION I - POLLUTION DATA		
1. Location:		
2. Type of pollutant (Diesel/Oil/Gasoline/etc.):		
3. Quantity of pollutant in water:		
a. Is sheen visible? YES _____ NO _____ Size of Sheen:		
4. Source of pollutant (vessel, facility, person, vehicle):		
5. Time pollutant detected:		
6. Threatened areas:		
7. On-scene weather:		
8. Identity of Caller: Volunteer observer _____ Representative of pollution source		
Name:		
Address:		
Phone #:		
SECTION II - VESSEL DATA		
1. Name of vessel:		
2. Official #:		
3. Local Agent:		
4. Type of Vessel: Tanker__ Cargo__ Fishing__ Barge__ Pleasure__ Passenger__ Other:		
SECTION III - FACILITY DATA		
1. Name of Facility:		
2. Address/Location of Facility:		
3. Type of Facility:		

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REPORT ALL

OIL AND HAZARDOUS SUBSTANCE SPILLS

ALASKA LAW REQUIRES REPORTING OF ALL SPILLS

During normal business hours

contact the nearest DEC Area Response Team office:

Central Area Response Team: Anchorage

phone: 269-3063

fax: 269-7648

Northern Area Response Team: Fairbanks

phone: 451-2121

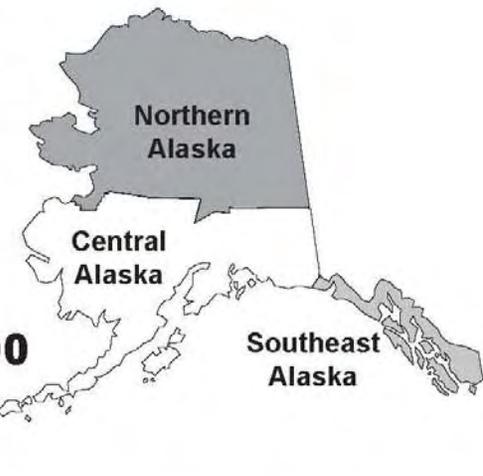
fax: 451-2362

Southeast Area Response Team: Juneau

phone: 465-5340

fax: 465-2237

Outside normal business hours, call: 1-800-478-9300



Alaska Department of Environmental Conservation
Division of Spill Prevention and Response

rev. May/2005

Alaska Department of Environmental Conservation

Discharge Notification and Reporting Requirements

AS 46.03.755 and 18 AAC 75 Article 3

Notification of a discharge must be made to the nearest Area Response Team during working hours:

Anchorage: 269-3063
269-7648 (FAX)

Fairbanks: 451-2121
451-2362 (FAX)

Juneau: 465-5340
465-2237 (FAX)

OR

to the 24-Hour Emergency Reporting Number during non-working hours: 1-800-478-9300

Notification Requirements

Hazardous Substance Discharges

Any release of a hazardous substance must be reported as soon as the person has knowledge of the discharge.

Oil Discharges

■ TO WATER

- Any release of oil to water must be reported as soon as the person has knowledge of the discharge.

■ TO LAND

- Any release of oil in **excess of 55 gallons** must be reported as soon as the person has knowledge of the discharge.
- Any release of oil in **excess of 10 gallons but less than 55 gallons** must be reported within 48 hours after the person has knowledge of the discharge.
- A person in charge of a facility or operation shall maintain, and provide to the Department on a monthly basis, a written record of any discharge of oil **from 1 to 10 gallons**.

■ TO IMPERMEABLE SECONDARY CONTAINMENT AREAS

- Any release of oil **in excess of 55 gallons** must be reported within 48 hours after the person has knowledge of the discharge.

Special Requirements for Regulated Underground Storage Tank (UST) Facilities*

If your **release detection system** indicates a possible discharge, or if you notice **unusual operating conditions** that might indicate a release, you must notify the Storage Tank Program at the nearest DEC Office **within 7 days**:

Anchorage: (907) 269-7504
Juneau: (907) 465-5200

Fairbanks: (907) 451-2360
Soldotna: (907) 262-5210

*Regulated UST facilities are defined at 18 AAC 78.005 and do not include heating oil tanks.

rev. May/2005



National Response Center

1-800-424-8802



Report Spills to the NRC at:

1 800 424-8802

The National Response Center is the SOLE national point of contact for reporting Oil, Chemical, Radiological and Biological discharges.

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