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Record Group/Collection: George H.W. Bush Presidential Records
Collection/Office of Origin: Chief of Staff, White House Office of
Series: Sununu, John, Files
Subseries: Issues Files

OA/ID Number: 29163
Folder ID Number: 29163-005

Folder Title:
Oil Spills (1989) [4]

Stack:	Row:	Section:	Shelf:	Position:
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**PROPOSED
DOD
CONTINGENCY PLAN
FOR ALASKA OIL SPILL CLEANUP**

CONDITION OF IMPLEMENTATION

- A. PRESIDENT CONCERNED EXXON PLANNED EFFORT MAY NOT BE MET-**
 - REQUIRES COMPLIMENTARY FEDERAL EFFORT**
 - RESULTS IN DOD ASSUMING RESPONSIBILITY FOR GEOGRAPHIC SECTOR**

Don't worry about

Juneau C & C
 D JTF C & C
 Staff

ALASKA OIL SPILL COMMAND, CONTROL & COORDINATION

Federal

- On scene coordination
- Priorities
- Requirements
- State / federal coordination
- Interagency interface

SEC DEF
SEC ARMY

DOMS/DOD

EXXON

USCG/USC

JTF-ALASKA

- DOD on-scene commander
- Single point of contact for requirements

- Contracting
- Resourcing

USACE

USA

USN

USAF

- DEV C/U STRATEGY
- OP/EXEC AGENCY
- CONTRACT AGENCY
- ENVIRONMENTAL SVCS
- Requirements

- MEDEVAC CAP
- HVY LIFT
- LOG SPT

● Troop special skills

- C3
- BERTHING
- SEABORNE LIFT
- SMALL BOATS
- LOG Support

● Worksite coordinator/commander

- AIRLIFT
- AIRFIELD OPNS
- LOG SPT
- Oil Spill Remediation

GOAL

· MAXIMIZE CLEAN-UP ·
IN THE TIME AVAILABLE

OBJECTIVES

- **CLEAN UP SHORELINE**
- **PROTECT SENSITIVE AREAS**
- **RECOVER SPILLED OIL**
- **RESTORE ENVIRONMENT**
- **CREATE A POSITIVE PUBLIC PERCEPTION**

ASSUMPTIONS

- **FUNDING AVAILABLE**
- **MANPOWER AVAILABLE**
- **COMPLETE OPERATION BY 15 SEP 89**
- **EXXON ATTAINS AND SUSTAINS PLANNED LEVEL OF EFFORT**

CONCEPT

• INITIAL DEPLOYMENT OF UP TO TWO MILITARY ENGINEER BNS

- MAXIMUM USE OF CONTRACTOR EFFORT USING LOCAL LABOR FORCE
- USE MILITARY ASSETS FOR SPECIFIC PURPOSES
(AERIAL PORT, MEDIVAC, TRANSPORTATION, SPECIAL SKILLS, OVERALL C&C)
SOME MILITARY SKILL REPLACED WHEN CONTRACTOR MOBILIZES/BEGINS WORKS
(LIFE SUPPORT SYSTEMS)

CONCEPT (CONTINUED)

- **DOD PREPARED TO DEPLOY MILITARY
FORCES SHOULD CONTINGENCY WARRANT**

APPROACH

- FOSC PRIORITIZE SHORELINE/OPEN WATER AREAS
- DETERMINE PRODUCTION RATE (RESOURCES REQUIRED/MILE)
 - METHOD OF CLEAN-UP
 - EQUIPMENT REQUIRED
 - MANPOWER/SUPPORT REQUIRED
- DETERMINE EXISTING CAPABILITY
- DISTRIBUTE EXISTING CLEAN UP CAPABILITY
- OBTAIN NEEDED ADDITIONAL CAPABILITY

APPROACH

(CONTINUED)

- **EXECUTE THE CLEAN UP**

EXECUTION

USACE RESPONSIBILITIES

- **ACQUIRE SINGLE SOURCE CONTRACT
(IF POSSIBLE)**
 - **SURVEY INDUSTRY
(ALASKA FIRMS FIRST PRIORITY)**
 - **CONVENE SOURCE SELECTION BOARD**
 - **AWARD COST PLUS/FIXED FEE LETTER
CONTRACT AT DAY 10**
 - **CONTRACTOR FULLY OPERATIONAL AT
DAY 24**

EXECUTION

USACE RESPONSIBILITIES (CONTINUED)

- **ACQUIRE TECH-TRANSFER CONTRACTOR --
OPERATIONAL AT DAY 10**
 - **TEST INNOVATIVE CLEANUP TECHNIQUES**
 - **TRANSFER ACCEPTED TECHNIQUES TO
OPERATING ELEMENTS**

EXECUTION

USACE RESPONSIBILITIES (CONTINUED)

- **TASKING OF CONTRACTOR**
- **SOLICIT JTFA SUPPORT**
- **CONTRACT ADMINISTRATION**
- **COST CONTROL**
- **QUALITY ASSURANCE
(INCLUDING ENVIRONMENTAL)**

AQUISITION TIMELINE

<u>DAY</u>	<u>ACTIVITY</u>
0	DEFINE REQUIREMENTS
2	DEFINE CONTRACTOR QUALIFICATION CRITERIA
4	ISSUE SOLICITATION
5	PREPOSAL CONFERENCE
7	RECEIVE PROPOSALS

ACQUISITION TIMELINE, CONTINUED

<u>DAY</u>	<u>ACTIVITY</u>
9	EVALUATIONS COMPLETED
10	AWARD CONTRACT (LETTER)
24	CONTRACTOR OPERATIONAL
60	PEAK MANPOWER ON SITE (1,500)
75	DEFINITIZE CONTRACT
120	START MANPOWER DRAWDOWN & DEMOB
150	OPERATIONS COMPLETE

EXECUTION

CONTRACTOR RESPONSIBILITIES

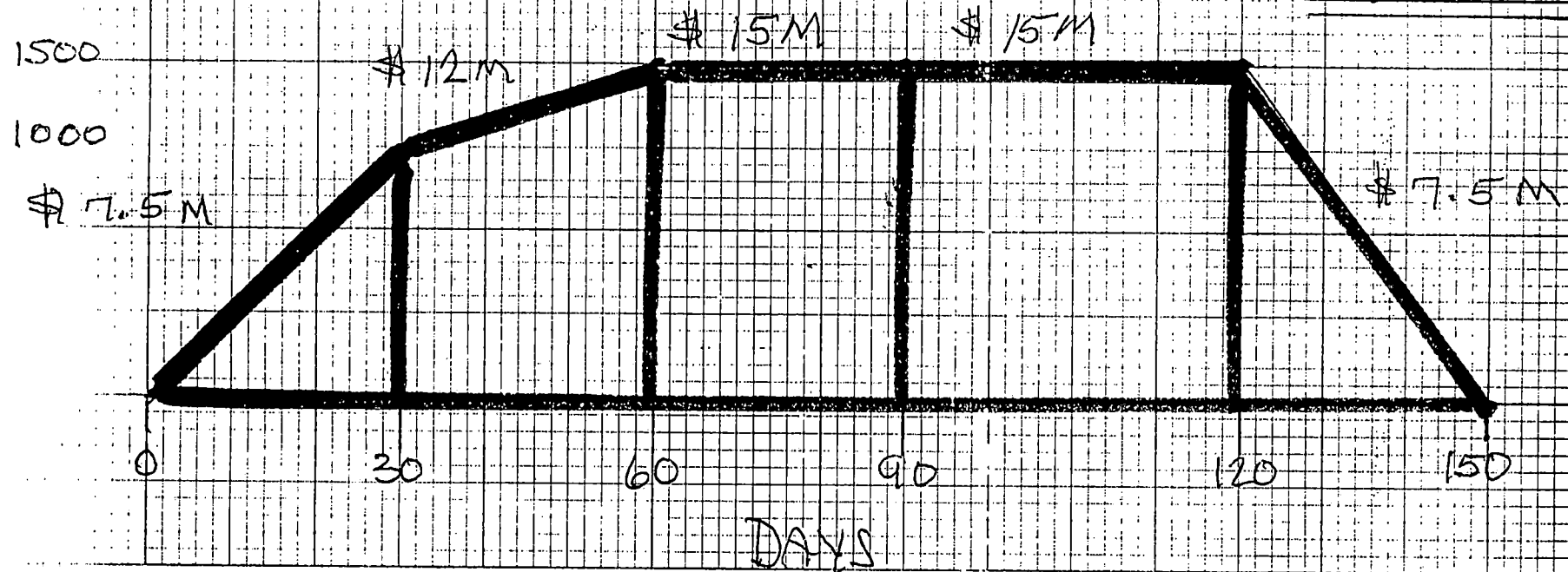
- **EXECUTE CLEAN UP**
- **RECRUIT LABOR FORCE**
- **SECURE EQUIPMENT**
- **PROVIDE ONSITE MANAGEMENT**
- **PROVIDE LIFE SUPPORT SYSTEMS**
- **CONDUCT QUALITY CONTROL
(INCLUDING ENVIRONMENTAL)**

TOTAL GCC. COST 150 DAYS

\$ 57,000,000. (LABOR)

\$ 57,000,000. (LOGISTICS & MAT.)

GRAND TOTAL \$ 114,000,000.



IMMEDIATE USE PLAN

- **ASSUMPTIONS-**
ASSIGNED A SECTOR FOR CLEAN-UP
EQUIPMENT AVAILABLE
TROOP SUPPORT AVAILABLE (USS JUNEAU - 27 APR)
TRAIN-UP REQUIRED (SAFETY/EQUIPMENT)
USACE HANDLES RESIDUAL CONTRACTS
- **CONCEPT OF OPERATIONS-**
BATTALION TASK FORCE EXECUTE SHORELINE CLEAN-UP FROM
USS JUNEAU
BRIGADE OPERATES FROM SEVERAL NAVY SHIPS

DIRECTOR OF MILITARY SUPPORT

CONCERNS

- Funding
- Prioritization of requirements
- Disposal site for waste oil

Withdrawal/Redaction Sheet

(George Bush Library)

Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
01. Notes	Handwritten by John Sununu on Alaskan oil spill cleanup (1 pp.)	4/17/89	P 5	

Collection:

Record Group: Bush Presidential Records
Office: Chief of Staff, White House Office of
Series: Sununu, John, Files
Subseries: Issues Files
WHORM Cat.:
File Location: Oil Spills (1989) [4]

Open on Expiration of PRA
 (Document Follows)
 By (NLGB) on 10/22/05

Date Closed: 12/3/2004	OA/ID Number: 29163-005
FOIA/SYS Case #: 1998-0004-F[1]	Appeal Case #:
Re-review Case #: 2005-0426-S	Appeal Disposition:
P-2/P-5 Review Case #:	Disposition Date:
AR Case #:	MR Case #:
AR Disposition:	MR Disposition:
AR Disposition Date:	MR Disposition Date:

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P-1 National Security Classified Information [(a)(1) of the PRA]
 P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]
 P-3 Release would violate a Federal statute [(a)(3) of the PRA]
 P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
 P-5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
 P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Removed as a personal record misfile.

Freedom of Information Act - [5 U.S.C. 552(b)]

(b)(1) National security classified information [(b)(1) of the FOIA]
 (b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
 (b)(3) Release would violate a Federal statute [(b)(3) of the FOIA]
 (b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
 (b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
 (b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
 (b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
 (b)(9) Release would disclose geological or geophysical information

SKINNER

4/17/89.

DOMS-

- YOST UP THERE → MEASURABLY GOOD RESULTS
- BUT - PROBLEM CONTINUES TO BE LACK OF PREPARATION

KNIGHT

NAKED ISLAND

EXPERIMENTING WITH 3 DIFF. PROCESSES

- MAY USE AN 3 -

1) HIGH P. H₂O

2) COLD HIGH P.

3) LOW P. H₂O

- SALT USE VS FRESH

- MILITARY: (EXXON HAS A RUSSIAN SKIMMER) — PRES. SHOULD GO TO ALASKA

WANT TO BE IN GOOD POSITION

— DNE HAS A ALM CLOW

2 DREDGES / 2 BERTHING SHIPS UP THERE

(WHO'S PAYING FOR IT)

START (?) WITH 200-500

- DISPOSAL SHIPS —

PRES: ① CONSIDER GOING THERE WHEN ON WEST COAST

PLANE - HELICOPTER - COMMAND POST

② DOD STAFF OUT A 2ND + DEMO TEAM FOR CLEAN UP
GET READY

③ SUPPORT YOST → PRESSURE EXXON

④ HAVE SHIPS GOING UP THERE 1ST ↑ BERTHING 1255H

⑤ \$16.50 / ton to ALASKANS 2) DREDGES -

ALASKANS VS. VOLUNTEER -

HOLD BACK 2nd BERTHING VESSEL



DEPARTMENT OF THE ARMY

DIRECTOR OF MILITARY SUPPORT
WASHINGTON, D.C. 20310

REPLY TO
ATTENTION OF:

DAMO-ODS

18 APR 1989

MEMORANDUM THRU SECRETARY OF THE ARMY

FOR SECRETARY OF DEFENSE

SUBJECT: Vessel Status Supporting Alaska Oil Spill--INFORMATION
MEMORANDUM

1. The following Army Corps of Engineer dredges are assigned:

a. Yaquina (Dredge)

(1) Arrives 18 April 1989; scheduled to arrive at 2000
EDT (today)

(2) Will go directly to Valdez, Alaska.

(3) Crew size is 22; is carrying 10 support personnel.

(4) Length is 200 feet, 58 feet wide.

(5) Hopper capacity is 825 cubic yards.

b. Essayons (Dredge)

(1) Arrives 20 April 1989 at approximately 1900 EDT.

(2) Will report to Valdez, Alaska upon arrival.

(3) Crew size is 16; 28 berthing spaces are available for
other personnel.

(4) Length is 350 feet, 68 feet wide.

(5) Hopper capacity is 6,000 cubic yards.

(6) Currently off Triangle Island, British Columbia.

2. USS Juneau (Landing Craft Ship)

a. Ship is currently at Naval Station San Diego, California.

b. Vessel will depart at 1700 EDT today.

DAMO-ODS

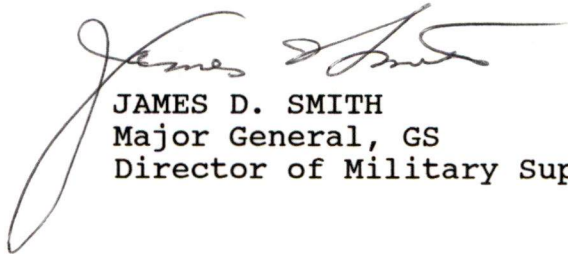
SUBJECT: Vessel Status Supporting Alaska Oil Spill

c. Loading of supplies is being completed.

d. Will arrive at Knolls Head Anchorage in Prince William Sound at approximately 2200 EDT 24 April 1989; 10 miles east of Naked Island.

e. The ship will be the DOD command and Control and also provide berthing for civilian labor.

Encl



JAMES D. SMITH
Major General, GS
Director of Military Support

SECDEF-

The Coast Guard yesterday canceled its earlier request for the USS Fort McHenry (landing craft ship), so it has been withdrawn from the Alaskan support mission. (It was still in port.)



18 April

DIRECTOR OF MILITARY SUPPORT

ARMY CORPS OF ENGINEER SUPPORT

- °° **DREDGE YAQUINA ARRIVES 18 APRIL**
- °° **DREDGE ESSAYONS ARRIVES 20 APRIL**
- °° **SELF-SUSTAINING**
- °° **CAPABLE OF PROVIDING FULL RANGE OF ENGINEER SERVICES**
 - **SKIMMING**
 - **HIGH PRESSURE WATER**
 - **SKIMMED OIL STORAGE**



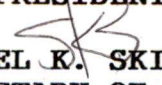
THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

April 20, 1989

INFORMATION

MEMORANDUM FOR THE PRESIDENT

FROM:  SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION

SUBJECT: OIL SPILL CLEAN-UP EFFORT

I. SUMMARY

Attached is the Coast Guard Incident Memo for Thursday, April 20, 1989. An additional 3100 bbls of oil were skimmed yesterday and the Soviet skimmer, Vaydagursky, has been granted a 30 day waiver from the Jones Act. Senate hearing yesterday focused on the inadequacy of existing contingency plans and the lack of current capability to deal with a spill of this magnitude.

II. DISCUSSION

Skimming efforts over the past week have increased skimming yields from around 1000 bbls to over 3100 bbls a day. Coordination of skimming efforts and more effective spotting of oil concentrations are credited with the increased recovery.

The Soviet skimmer, Vaydagursky, received a limited Jones Act waiver yesterday and is expected to initiate full skimming operations today. Whether the vessel will be able to effectively skim in seas above 3 feet is unclear. The vessel can skim 200,000 gallons of oil an hour and can store 700,000 gallons of skimmed oil.

Jones Act Waivers on some Canadian and French skimmers will expire in the next few days. Skimming efforts are anticipated to continue for several weeks. Lack of pumping capability to offload skimmers continues to hamper operations.

The Corp of Engineers barge, Yaquina, does not appear to have a skimming capability and will be used primarily as a command platform and for storage of oil. The other barge, Essayons, should arrive today. It is a larger vessel and has substantial steam generating capability.

Yesterday's Senate Hearing emphasized a common dissatisfaction with contingency plans and the industry's lack of readiness to deal with the spill. There is a growing understanding of the enormity of the task of cleaning up the beaches and the need for strong coordination and oversight.

cc: The Honorable John Sununu
David Bates
Richard Breeden

U.S. Department
of Transportation

United States
Coast Guard



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol:
Phone:

COMMAND CENTER INCIDENT MEMO

VALDEZ - 221
20 APRIL 1989

INCIDENT: MAJOR OIL SPILL, VALDEZ, ALASKA
DATE OCCURRED: FRIDAY, 24 MARCH 1989
SOURCE: T/S EXXON VALDEZ
NATIONALITY: U.S.
SUBSTANCE: ALASKAN NORTH SLOPE CRUDE OIL
AMOUNT SPILLED: 250,000 BBLs (10.5 MILLION GALLONS)
SPECIAL FORCES: NATIONAL STRIKE FORCE
NOAA SSC
NAVY SUPSAL
PIAT
ERT
LOCATION: PRINCE WILLIAM SOUND
OSC: MSO VALDEZ

SUMMARY:

OIL POLLUTION SURVEY: OVERFLIGHTS SHOW SHEEN AND MOUSSE PATCHES FROM CHUGACH ISLANDS EAST TO CAPE RESURRECTION. SHEEN AND MOUSSE SIGHTED IN VICINITY OF SHUYAK ISLAND. NO OIL SIGHTED ALONG BEACHES OF KATMIA NATIONAL MONUMENT, KAMISHAK BAY, OR SHELIKOF STRAIT. VERY LIGHT TAR BALLS ON 2000 FT BEACH FRONT IN SEWARD. VERY HEAVY MOUSSE PATCHES EAST SIDE RUGGED ISLAND. MOUSSE FINGERS & SHEEN IN THE VICINITY OF GORE POINT, WEST SIDE RESURRECTION BAY. HEAVY MOUSSE PATCHES & SHEEN IN NUKA PASSAGE. NO OIL IN BLYING SOUND. OIL IN PWS IS CONCENTRATED ON WEST SIDE OF ELEANOR ISLAND AND IN PERRY PASSAGE.

VESSEL REFLOATED AND AT ANCHORAGE: T/V EXXON VALDEZ ANCHORED OUTSIDE BAY, NAKED ISLAND IN POSITION 60-38.0 N, 147-28.8W. A 32 FT WATER CUSHION IS IN EACH OF THE DAMAGED TANKS. SLIGHT SHEEN COMES FROM VESSEL PERIODICALLY, DUE TO VESSELS RUBBING THE HULL. REMOVAL OF LOOSE DAMAGED STEEL FROM BOTTOM CONTINUES, A CHECK BY REMOTE CAMERA IS SCHEDULED LATER. REPAIRS TO 4 STBD TANK COMPLETED AND 3 SMALL BOX PATCHES OVER REPAIRS. ALL OTHER TANKS INERTED.

SKIMMING: OPERATIONS CONTINUED IN PERRY PASSAGE, NORTHWEST BAY, UPPER PASSAGE AND LOWER PASSAGE, LOWER KNIGHT ISLAND PASSAGE AND SNUG HARBOR. 3 MARCO V SKIMMERS WORKING IN THE VICINITY OF PORT DICK, GORE POINT, AND NUKA BAY. TRUCK MOUNTED SUPER VAC DUE TO ARRIVE SEWARD PM, 19APR. MARCO V SKIMMER IN RESURRECTION BAY INOP DUE TO PLUGGED PUMP. EXXON'S ESTIMATE OF OIL RECOVERED 17 APRIL IS 1900 BBLS AND FOR 18 APRIL IS 3,180 BBLS.

OPERATIONS: ADM YOST DUE TO RETURN TO WASHINGTON NOON 20 APRIL. VADM ROBBINS FOSC. JOINT COMMUNICATIONS CENTER ACTIVATED AND WILL, SOON PROVIDE ENHANCED COMMUNICATIONS BETWEEN ALL AGENCIES INVOLVED. M/V VAYDAGURSKY HAS RECEIVED 30 DAY AUTHORIZATION FOR SKIMMING OPS WITH CONDITIONAL PORT CALLS, USCG REP AND INTERPRETER ABOARD, VESSEL REFUELING IN SEWARD EVENING OF 19 APRIL. COE DREDGE YAQUINA ON SIGHT, WILL PROBABLY BE USED AS COMMAND PLATFORM AND OIL STORAGE VESSEL. COE DREDGE ESSAYONS ENROUTE, ETA SEAL ROCKS PM OF 20 APRIL. USS JUNEAU ENROUTE, ETA PM OF 24 APRIL. OPS BEING HAMPERED BY LACK OF ADEQUATE PUMPING CAPABILITIES AND STORAGE FACILITIES, BUT ADJUSTMENTS ARE BEING MADE AND MORE CAPABLE EQUIPMENT ENROUTE.

FILE NO. HPT 2089 5-12-1.05

FACT SHEET 20 APRIL 89

OIL RECOVERED: 31,000 BBLS
EVAPORATED 84,000 BBLS
BIODEGRADED 12,000 BBLS
BURNED 19,000 BBLS
DISPERSED 12,000 BBLS
PRINCE WILLIAM SOUND
COLLECTABLE 4,000 BBLS
WIDELY DISPERSED 20,000 BBLS
SHORELINE 41,000 BBLS
GULF OF ALASKA
OFFHSORE 10,000 BBLS
SHORELINE 7,000 BBLS

VESSELS OFFSHORE:

I. DEPLOYED

5 TANK BARGES, TOTAL CAPACITY 145,000 BBLS
1 SUPPORT BARGES (1 STANDBY)
7 BERTHING VESSELS
14 TUGS
12 LANDING CRAFTS LCM
226 OTHER VESSELS (20'-195')
54 CDFU

319 TOTAL DEPLOYED

II. ENROUTE

BERTHING VESSELS

NAME	CAP.	ETA
COLUMBIA	100 BEDS	4/20
BERING TRADER	300 BEDS	4/24
USS JUNEAU	400 BEDS	4/25

BARGES

OIL	2 EA	180 X 50	4/28
SECTIONAL	1 EA	180 X 54	4/27

BOOM:

I. DEPLOYED

193,120 FT. CONTAINMENT
91,485 FT. ABSORBANT
14,500 FT. AROUND EXXON VALDEZ

299,105 FT. TOTAL DEPLOYED

20 APRIL 89
WEATHER FORECAST

PRINCE WILLIAM SOUND

WINDS:	VARIABLE	15 KNOTS
WEST OF THE TRAFFIC LANE	WEST	
SEAS:		3 FEET
CLOUD COVER:	CLOUDY	
PRECIPITATION:	PERIODS OF RAIN	
VISIBILITY:	WITHOUT PRECIPITATION	7+ MILES
	WITH PRECIPITATION	03 MILES

GULF OF ALASKA

WINDS:	NORTH	15 KNOTS
SEAS:		5 FEET
CLOUD COVER:	SAME	
PRECIPITATION:	OCCASIONAL RAIN	

EXTENDED FORECAST:

ON FRIDAY WITH LOWS EXPECTED TO MOVE OUT OF THE SOUND WEATHER SHOULD BE IMPROVING WITH WINDS FROM THE NORTHWEST AT 15 KNOTS. A WEAK LOW IS DEVELOPING NORTHEAST OF VALDEZ WHICH WILL CAUSE A DRAMATIC SHIFT IN THE WIND WHICH WILL CHANGE TO SOUTHWEST. THIS ONSHORE WEATHER IS EXPECTED TO INCREASE CLOUDINESS AND PROVIDE LOCALIZED SHOWERS FOR SATURDAY.



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

April 18, 1989

INFORMATION

MEMORANDUM FOR THE PRESIDENT

FROM: SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION

SUBJECT: OIL SPILL CLEAN-UP EFFORT

I. SUMMARY

Attached is the Coast Guard's incident memo for April 18, 1989. Additional beaches in the Prince William Sound have been impacted by oil that has not been contained. Skimming efforts were less effective yesterday due to crew fatigue, equipment down-time, and problems off-loading oil from the skimmers. The Exxon beach cleaning plan has been accepted, but questions remain whether Exxon can sustain the effort necessary to clean the beaches by the onset of winter.

II. DISCUSSION

Lone Island, Perry Island, and Culross Island sustained oiling yesterday due to south-easterly winds in the Prince William Sound over the past few days. Perry and Culross Islands were only partially impacted, but the extent of the damage has not been fully assessed.

Crew fatigue, equipment failures and continuing problems off-loading the weathered oil contributed to less than optimal recovery through skimming efforts. In addition, the equipment problem with the oil skimmers underscores Admiral Yost's concern that Exxon may not be able to maintain the level of activity necessary to clean the beaches by mid-September.

After meeting with environmental groups and Exxon yesterday, Admiral Yost accepted the Exxon beach cleaning plan with some reservations. Exxon may have underestimated logistical difficulties and problems of operating off-the-shelf equipment in the harsh environment of the Prince William Sound.

Attachment

cc: Honorable John Sununu ✓
David Bates
Richard Breeden

U.S. Department
of Transportation
**United States
Coast Guard**



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol:
Phone:

COMMAND CENTER INCIDENT MEMO

VALDEZ - 20
18 APRIL 1989

INCIDENT: MAJOR OIL SPILL, VALDEZ, ALASKA
DATE OCCURRED: FRIDAY, 24 MARCH 1989
SOURCE: T/S EXION VALDEZ
NATIONALITY: U.S.
SUBSTANCE: ALASKAN NORTH SLOPE CRUDE OIL
AMOUNT SPILLED: 250,000 BBLs (10.5 MILLION GALLONS)
SPECIAL FORCES: NATIONAL STRIKE FORCE
NOAA SSC
NAVY SUPSAL
PIAT
ERT
LOCATION: PRINCE WILLIAM SOUND
OSC: MSO VALDEZ

SUMMARY:

OIL POLLUTION SURVEY: SMALL PATCHES OF MOUSSE AND SHEEN ARE NEAR THE PORT DICK AREA. THE EASTERN BEACH OF GORE POINT CONTINUES TO BE A COLLECTION AREA FOR OIL AND MOUSSE. LIGHT TO MODERATE SHEEN IN THE BARREN ISLANDS AREA. HEAVIER SHEEN AND MOUSSE IN THE CHUGACH ISLAND - NUKA POINT AREA HAVE BEEN OBSERVED. SMALL PATCHES OF SHEEN AND MOUSSE HAVE BEEN SEEN OFF OF CAPE DOUGLAS. A MOUSSE PATCH 2' X 50' WAS OBSERVED IN KAMISHAK BAY. HEAVY SHEEN IS REPORTED IN ELDORADO NARROWS AND NUKA BAY. MODERATE TO HEAVY SHEEN OBSERVED IN TWO ARM BAY, THUNDER BAY, AND NUKA PASSAGE. NO CONFIRMED REPORT OF OIL IMPACTING KATMAI NATIONAL PARK.

OVERFLIGHT CONDUCTED IN PRINCE WILLIAM SOUND A.M., 17APR89. SHOWS A SIGNIFICANT CHANGE IN THE PATH OF OIL CAUSED BY RECENT WIND DIRECTION CHANGES. THE LARGE CONCENTRATIONS OF MOUSSE AND SHEEN PREVIOUSLY SEEN NEAR ELEANOR AND INGOT ISLANDS ARE NOW BEING DRIVEN SOUTH WEST. SHORE IMPACT OBSERVED ON LONE, PERRY, AND CULROSS ISLANDS. SOUTHWESTERLY WINDS HAVE DRIVEN OIL IN THE GULF SLIGHTLY NORTHWARD.

VESSEL REFLOATED AND AT ANCHORAGE: T/V EXXON VALDEZ ANCHORED OUTSIDE BAY, NAKED ISLAND IN POSITION 60-38.0 N, 147-28.8W. A 32 FT WATER CUSHION IS IN EACH OF THE DAMAGED TANKS. SLIGHT SHEEN COMES FROM VESSEL PERIODICALLY. 14,500 FT OF SORBENT BOOM AROUND VESSEL. BALLAST TANK 4 STED CERTIFIED SAFE FOR MEN/HOTWORK. BOX PATCHES BEING INSTALLED FROM FRAME 1 TO FORE AND AFT BULKHEAD. ALL THE HANGERS HAVE BEEN REMOVED FROM TANKS 1C, 2C, AND 3C. DIVERS CONDUCTED SURVEY OF TANK NO. 1 STED. TANKS ARE BEING WATER WASHED AND THE SLOPS ARE BEING PUMPED INTO TANK 5 PORT. SOME OIL STILL SURFACING FROM DISTURBANCE CAUSED BY DIVERS. SORBENTS ARE PICKING UP 99 PERCENT OF SHEEN WITHIN THE BOOM.

BOOMING: 124,500 FT OF CONTAINMENT BOOM, 108,100 FT OF ABSORBENT BOOM, AND 14,500 FT OF BOOM AROUND EXXON VALDEZ HAVE BEEN DEPLOYED. TOTAL BOOM DEPLOYED IS 247,100 FT. ADDITIONAL SKIMMER, BOOM, DRACONES, AND WASTE OIL BARGES ENROUTE.

SKIMMING: SKIMMER OPERATIONS HAVE BEEN REDIRECTED TO CONCENTRATE ON NEAR SHORE AREAS TO MORE EFFECTIVELY RECOVER LARGER AMOUNTS OF ACCUMULATED OIL. SKIMMING OPERATION ARE RECOVERING OIL WELL BUT ARE HAVING DIFFICULTY REMOVING THE OIL FROM THE SKIMMERS DUE TO THE LACK OF ADEQUATE PUMPS TO MOVE VISCOUS OIL CONTAMINATED WITH SEAWEED AND KELP. TWO ADDITIONAL "SUPER SUCKER" PUMPS ARE DUE TO ARRIVE IN VALDEX P.M. 17 APR 89, WITH ONE MORE BEING DELIVERED BY TRUCK TO SEWARD TO ARRIVE P.M., 18 APR 89. ADDITIONAL PUMPS WILL INCREASE RECOVERY OPERATIONS BY FREEING THE LIMITED TANKAGE ONBOARD THE SKIMMERS. EXXON'S CLEAN UP AND RECOVERY ESTIMATE FOR 15 APR 89 WAS 2420 BBLS. THIS IS HIGHEST SINGLE DAY RECOVERY.

BEACH CLEAN UP: FOSC ACCEPTED EXXON SHORELINE CLEANUP PLAN, WITH COMMENTS, AND URGED IMMEDIATE PURSUIT OF SHORELINE CLEANUP USING ACCEPTED METHODS. EXXON ADVISED THEY ARE "RAMPING UP" NOW, WITH INITIAL CLEANING TO START 22 APRIL.

OPERATIONS: A JOINT COMMUNICATION CENTER IS BEING ESTABLISHED AT THIS TIME TO PROVIDE BETTER COMMS BETWEEN THE FOSC AND THE CLEAN UP RESOURCES AND CG MONITORS IN THE FIELD. THE JCC IS ANTICIPATED TO BE FULLY OPERATIONAL ON 18 APR 89. THE JCC WILL BE MANNED BY PERSONNEL FROM THE USCG, ALASKA STATE TROOPERS, AND EXXON MERCHANT VESSEL RADIO OPERATORS. URC 110'S ARE BEING INSTALLED ABOARD MAJOR COMMAND VESSELS. ALL PWS SUPPORT CIRCUITS ARE IN SERVICE. PHONE PATCH SERVICE WILL BE PROVIDED. AN FCC COMMS FACILITY HAS REPLACED THE TRANSPORTABLE COMMS CENTER PROVIDING AIR OPS SUPPORT.

PRESENTLY, 9 CG CUTTERS ARE ACTIVELY INVOLVED IN COORDINATION/MONITORING OF OIL SPILL CLEAN UP. USS JUNEAU ENROUTE. USS MCHEERY BEING HELD IN ABEYANCE.

MSO ANCHORAGE: THREE F/Vs WERE DEPLOYED FROM KODIAK TO ASSESS POSSIBILITY OF BEACH CLEAN-UP AT SHUYAK ISLAND BIG FORT CHANNEL AREA. MARCO V SKIMMER REMAINS AT KITOI BAY. SIX ADDITIONAL F/Vs U/W FROM KODIAK ENROUTE NUKA BAY FOR F/V HERRING NET OPS. SEVERAL F/Vs ARE BEING LOADED WITH BOOM AND SORBENTS FOR POSSIBLE DEPLOYMENT OFF KATMAI NATIONAL PARK.

CIRO HYD-VAC SYSTEM ARRIVED AND TESTED WITH OIL FROM SKIMMER IN SEWARD. SYSTEM APPEARED TO PLUG WITH HEAVY OIL.

CGC MORGENTHAU CONTINUED F/V HERRING NET OPS NEAR NUKA BAY. APPROX 30 VSLS ARE PARTICIPATING. TWO MARCO V SKIMMERS ARE WITH CGC STORIS ENROUTE NUKA BAY FOR SKIMMING OPS. ONE MARCO V SKIMMER IS PRESENTLY WORKING IN NUKA BAY. ONE MARCO V SKIMMER IS OOC IN AGNES COVE WITH A PLUGGED PUMP.

FACT SHEET

18 APRIL 89

OIL RECOVERED: 26,000 BBLs
EVAPORATED 84,000 BBLs
BIODEGRADED 12,000 BBLs
BURNED 19,000 BBLs
DISPERSED 12,000 BBLs
PRINCE WILLIAM SOUND
COLLECTABLE 4,000 BBLs
WIDELY DISPERSED 23,000 BBLs
SHORELINE 43,000 BBLs
GULF OF ALASKA
OFFSHORE 10,000 BBLs
SHORELINE 7,000 BBLs

VESSELS OFFSHORE:

I. DEPLOYED

4 TANK BARGES, TOTAL CAPACITY 177,000 BBLs
1 SUPPORT BARGES (1 STANDBY)
7 BERTHING VESSELS
13 TUGS
12 LANDING CRAFTS LCM
208 OTHER VESSELS (20'-195')
49 CDFU

291 TOTAL DEPLOYED

II. ENROUTE

BERTHING VESSELS

NAME	CAP.	ETA
COLUMBIA	100 BEDS	4/20
BERING TRADER	300 BEDS	4/24
USS JUNEAU	400 BEDS	4/25

BOOM:

I. DEPLOYED

193,620 FT. CONTAINMENT
71,305 FT. ABSORBANT
14,500 FT. AROUND EXXON VALDEZ

279,425 FT. TOTAL DEPLOYED

18 APRIL 89
WEATHER FORECAST

PRINCE WILLIAM SOUND

WINDS: EAST 15 KNOTS
SEAS: 3 FEET
CLOUD COVER: CLOUDY
PRECIPITATION: OCCASIONAL LIGHT RAIN OR SNOW
VISIBILITY: WITHOUT PRECIPITATION 7+ MILES
WITH PRECIPITATION 03 MILES

GULF OF ALASKA

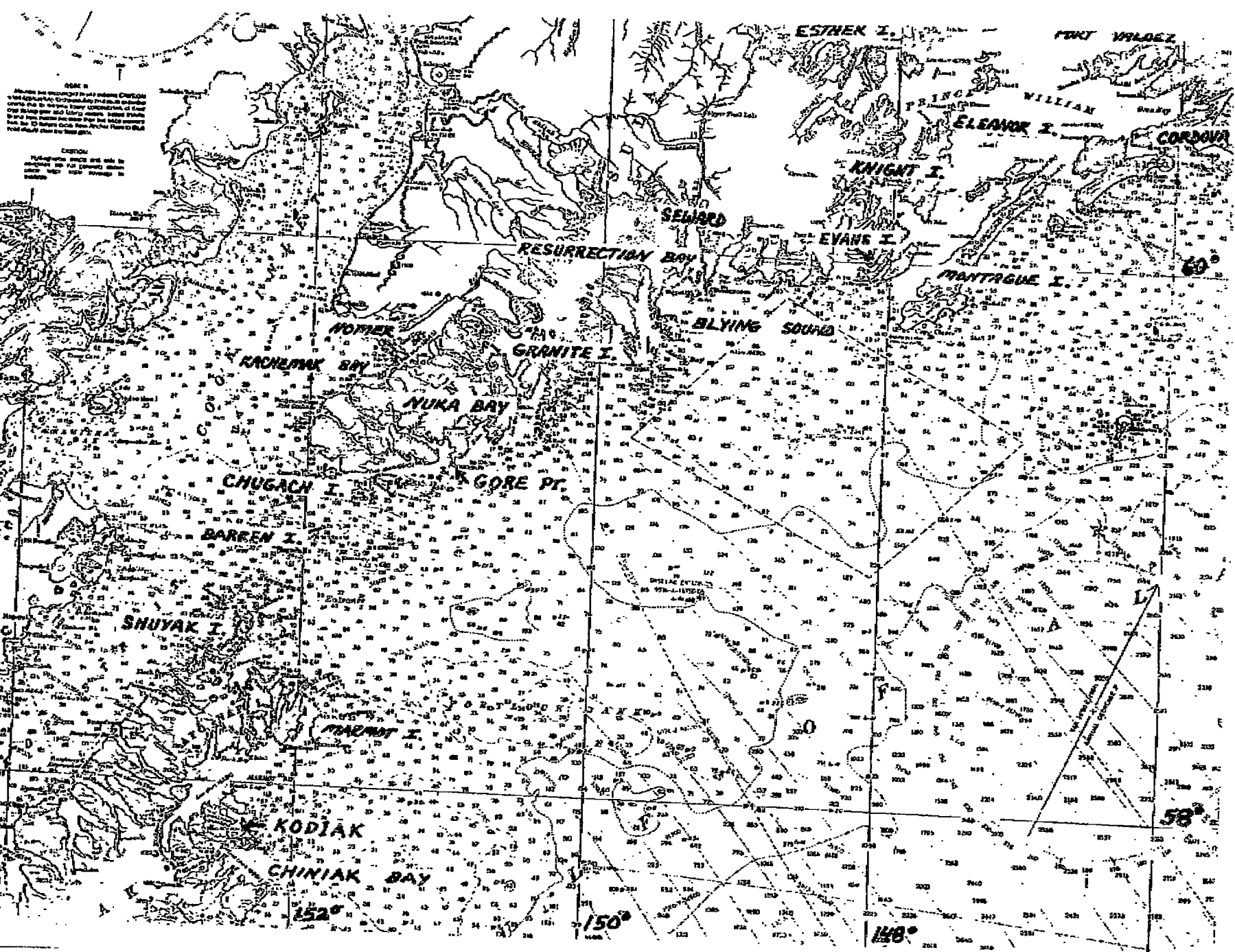
WINDS: SOUTHEAST 20 KNOTS
SEAS: 7 FEET
CLOUD COVER: SAME
PRECIPITATION: OCCASIONAL LIGHT RAIN OR MIST

EXTENDED FORECAST:

FOR THE GULF AND THE SOUND, PRECIPITATION WILL BE ENDING ON TUESDAY NIGHT. IN PRINCE WILLIAM SOUND VARIABLE WINDS ARE EXPECTED, REMAINING AT 15 KNOTS UNTIL WEDNESDAY. IN THE GULF WINDS WILL CHANGE COMING FROM THE NORTHWEST, ALSO AT 15 KNOTS.

A FRONT IS APPROACHING FROM THE WEST WHICH SHOULD BRING ALONG PRECIPITATION. THE FRONT IS EXPECTED TO DISSIPATE ON TUESDAY EVENING, FOLLOWED BY A HIGH PRESSURE RIDGE WHICH WILL CAUSE THE WINDS TO CHANGE IN THE GULF.

04. 19. 89 01:00 PM *00T TRANSPORTATION POS





THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

April 18, 1989

INFORMATION

MEMORANDUM FOR THE HONORABLE JOHN SUNUNU
CHIEF OF STAFF

FROM: SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION

SUBJECT: INFORMATION ON BEACH CLEANING TECHNOLOGIES

I. Summary

During our discussion yesterday, you expressed an interest in the various cleaning technologies considered by Exxon to clean beaches in the Prince William Sound. Low pressure high volume washing using cold or warm salt water is the preferred method, but high pressure low volume when water systems will also be used. Other technologies such as brushes, sorbent materials, petroleum based solvents and chemical dispersants were considered, but rejected for primary cleanup.

II. Discussion

Low pressure high volume washing with cold or warm salt water will be the preferred method of cleaning the beaches. This system will be augmented by flushing and spraying with salt water from shoreside to push the oil toward skimmers. The cleaning area will be boomed off and mini-skimmers will operate within the boomed area.

High pressure low volume water washing systems using warm water are very effective on rocky shores and other areas where low pressure high volume washing is infeasible. Approximately 200 high pressure warm water washing units are in Valdez and ready for deployment. Similar military systems (A/E 32U-8 decontamination apparatus) have been requested from the Air Force. Exxon is also acquiring field type heating units to provide hot sea water for shoreline cleaning.

Brushes and Sorbent Pads -- use of brushes and sorbent pads as a primary method has been rejected because they are too slow and labor intensive. However, they will be used as a follow up method after water washing operations.

Petroleum based solvents -- use has been rejected because of concerns about fire hazards and environmental impacts.

Chemical dispersants -- use objected to by the scientific community and has been rejected as a beach cleaning method.

THE WHITE HOUSE

WASHINGTON

April 18, 1989

MEMORANDUM FOR THE PRESIDENT

FROM: RICHARD C. BREEDEN *RCB*
SUBJECT: ALASKA SITUATION - DOD DEPLOYMENT

With the concurrence of Secretaries Skinner and Cheney, the Navy today is sending the U.S.S. Juneau, an "amphibious transport dock" (LPD), to Prince William Sound. The Juneau will be able to provide berthing space for up to 900 personnel engaged in cleanup activities. Because it carries several helicopters and numerous landing craft style boats, it will also provide a command and control platform for DOD operations in the area. The ship is currently in San Diego, and it will take approximately 5 days for it to travel to Alaska. A slightly smaller similar ship, the U.S.S. Ft. McHenry, has been prepared and is available for deployment on short notice if we deem it useful.

The Director of Military Support within DOD is now reviewing options for use of military personnel based on the ship in connection with cleanup efforts. At least initially, however, the ship will house civilian personnel from the cleanup crews.

DOD has also dispatched two sea-going Army Corps of Engineer dredging vessels to assist cleanup operations. The first of these vessels is arriving in Alaska today. Admiral Yost will be conducting tests to see how it can best be utilized for skimming or beach cleaning.

cc: Chief of Staff



The Secretary of Energy
Washington, DC 20585

APR 14 1989

file

MEMORANDUM FOR John H. Sununu
Chief of Staff
The White House

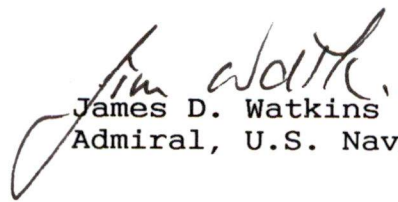
The purpose of this memorandum is to update my April 5 memorandum to you regarding the Exxon Valdez oil spill incident, particularly in view of increasing Congressional and press attention given to recent gasoline price increases.

While supplies of Alaska North Slope crude oil are now flowing at the normal rate of approximately two million barrels per day and tankers are transiting the Port of Valdez at near normal frequency, gasoline price increases initially felt on the West Coast are also being experienced to some degree in nearly all regions of the country.

Observed retail price increases, which began in February, long before the spill, can be attributed to several causes. We believe rising gasoline prices reflect a more than \$4 per barrel increase in crude oil prices since the November OPEC meeting, strong seasonal gasoline demand, lower refinery gasoline inventories due to routine seasonal refinery maintenance, and new gasoline specifications that reduce vapor emissions but increase refining costs. These factors, as well as concern about product availability, contributed to the observed rise in gasoline prices.

There have been no significant product shortages, because the market reacted to the higher prices by moving crude oil and petroleum products to the West Coast to eliminate any potential product shortfalls.

I have also attached for your information a press statement which I released this date.


James D. Watkins
Admiral, U.S. Navy (Retired)

Attachments

Attachment to Memorandum for Honorable John H. Sununu

Subject: Alaskan Oil Spill Update

The Department of Energy has continued to monitor closely the energy impacts of the oil spill in Alaska's Prince William Sound. In view of increasing Congressional and press attention to the possible impacts on oil prices resulting from the oil spill, this report provides an update on the West Coast oil supply situation and a look at expected nationwide oil prices, including gasoline, over the next few months.

I. Current Situation and Outlook

The price increases that have been observed since the oil spill in Alaska are attributable to a number of factors. Some of these factors would have caused prices to increase even if the spill had not occurred.

Preliminary reports from the private sector suggest that refiners' crude oil acquisition costs have increased more than \$4.00 per barrel since last November. This translates to an increase of about 10 cents per gallon. However, gasoline prices changed very little, until after the Exxon Valdez incident, for the following reason. Because of declining crude oil prices that occurred during most of 1988, refiner margins on gasoline sales were high, given continued strong demand for the product and a tightness of gasoline supplies. After the November 1988 OPEC meeting, crude oil prices began to increase. Refiner margins on gasoline sales were able to absorb the crude oil cost increases, until the unforeseen tightness of supplies, particularly on the West Coast, caused the increased costs to be passed along to the consumer.

During the late winter and early spring, many refiners perform maintenance on processing units in anticipation of greater gasoline production for the heavy driving season ahead. These "refinery turnarounds" normally cause a drawdown in refined product inventories until full production begins again. The oil spill occurred just as these turnarounds were ending, and when gasoline inventories were at their seasonal low. Therefore, low product inventories exacerbated the uncertainty surrounding the timing and price of replacement crude oil supplies.

The price increases also reflect some refiners' need to purchase extra supplies of gasoline because their expected crude supplies from Alaska were lost or delayed. The large jump in wholesale prices seen on the West Coast after the oil spill incident alleviated a potential shortage by inducing producers and traders to move gasoline supplies to the West Coast where they were needed.

Finally, refiners have been hard pressed to meet the stricter gasoline volatility standards attributable to new regulations promulgated by the Environmental Protection Agency, as well as even stricter standards required by certain states in the Northeastern United States. The full price effect of these standards has not yet been completely felt.

II. Conclusion

Our analyses to date indicate that while prices in many areas of the country, particularly along the West Coast, have risen to abnormally high levels, the supply of crude oil is stable. Any effects on the price of crude oil or gasoline directly attributable to the spill were, at the most, temporary. The Department's assessment is that the price reaction to the current problem on the West Coast appears to reflect a market response to concerns about a potential supply shortage, rather than a true national supply problem. Looking at prices alone does not take into account the positive effect that price plays in the market. The fact that prices rose prompted a number of beneficial market reactions. These include the drawing down of West Coast refiners' crude inventories, recalling of crude oil in route to the Gulf Coast, shifting of crude oil imports bound for the Gulf Coast to California and shipping of Gulf Coast product inventories to California. Through these market reactions, including price increases, the West Coast avoided a situation similar to that in the 1970's. It would be unfortunate to attempt to tamper with this price mechanism that provided California markets with needed supplies.

To meet my responsibilities in this area, I have directed my staff to continue to monitor market conditions and to provide me with periodic assessments of current conditions. Their most recent analysis shows that the market continues to react dynamically. While the market has already been self-correcting with respect to the Alaskan oil spill, prices will continue to reflect the other underlying market factors discussed previously.

To assist consumers in making energy decisions that reflect market realities, the Department has a responsibility to disseminate accurate and timely information to the public on energy supplies and prices. In this connection, I have recently approved a press release on the energy effects of the oil spill and I intend to issue an additional press release, subject to any comments you may have.

Finally, I have directed my staff to maintain close coordination with key industry officials, state and local representatives, and other involved federal agencies to ensure that our efforts support fully the President's response to the Alaskan oil spill.

Attachment

DOE

NEWS

NEWS MEDIA CONTACT:
Douglas G. Elmets, 202/586-5806

FOR IMMEDIATE RELEASE
April 14, 1989

NOTE TO EDITORS:

The following is a statement from Secretary of Energy James D. Watkins regarding the recent increase in retail gasoline prices:

Within recent days, consumers in some areas of the country have seen a sharp increase in retail gasoline prices. Because these increases have come in the aftermath of the tragic Exxon Valdez spill in Alaska's Prince William Sound, and the resulting disruption in oil shipments from Alaska, many consumers have begun questioning the adequacy of the nation's supply of crude oil.

The Department of Energy intensified its monitoring of the availability of energy supplies and fuel prices immediately after the Valdez spill. Our analyses to date indicate that while prices in many areas of the country, particularly along the West Coast, have risen to abnormally high levels, the supply of crude oil is stable. Any effects on the price of crude oil or gasoline directly attributable to the spill were, at the most, temporary.

The actual loss of Alaskan crude oil was approximately 13 million barrels. This amount is small by national standards, about 17 hours of total national consumption. However, 10 million of the 13 million barrels were destined for West Coast refiners and the region suffered a disproportionate initial price impact. In the two weeks following the spill, West Coast crude oil losses were offset by crude oil from other producing regions, by drawdown of refinery crude oil stocks, and by product imports. However, the interruption of Alaskan crude created serious concern for future supply curtailments in product markets. This concern, more than actual supply curtailments, triggered price increases. Now, three weeks after the spill, other crude supplies and overshipment of crude accumulated at the Valdez terminal have nearly compensated for the earlier loss of supply.

Observed retail price increases, which began in February, long before the spill, can be attributed to several causes. Rising gasoline prices reflect a more than \$4 per barrel increase in crude oil prices since the November OPEC meeting. Strong seasonal gasoline demand, lower maintenance and new gasoline inventories due to routine seasonal refinery maintenance, and new gasoline specifications that reduce vapor emissions but increase refining costs are also key factors.

(MORE)

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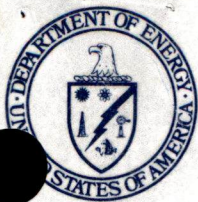
The confluence of these factors, as well as concern about product availability, contributed to the observed rise in gasoline prices.

Fortunately, supplies are not threatened. Shortages have not occurred. Prices in California have fallen from their reported peaks. In the week ending April 9, spot gasoline prices fell by \$0.25 per gallon. On April 10, a refinery fire prompted a reversal in the price decline. This, too, I believe is temporary. Market forces have operated to provide California markets with energy, albeit at higher prices, following the brief interruption of Alaskan crude oil.

The worst consequences of the Valdez spill will be environmental. Consumers should expect to see prices return to normal seasonal levels as the market nervousness declines. In many areas, this is already beginning to happen.

-DOE-

N-89-011



THE SECRETARY OF ENERGY
WASHINGTON, D.C. 20585

APR 5 1989

MEMORANDUM FOR John H. Sununu
Chief of Staff
The White House

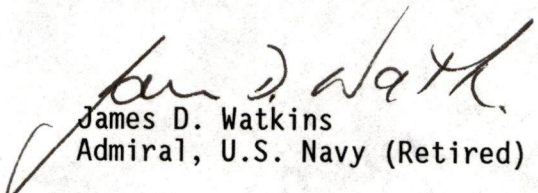
The purpose of this memorandum is to apprise you of actions under way within the Department of Energy regarding the recent oil spill in Prince William Sound, Alaska. While most of the current concern is focused on the environmental impact of the accident, recent press reports and Congressional inquiries have also highlighted issues of energy security, supply shortages on the West Coast, and increases in gasoline prices.

Given the Department of Energy's responsibility for energy security, including management of the Strategic Petroleum Reserve (SPR), I want to give you our analysis of the energy security aspects of these recent events and my recommendations regarding the use of the SPR. That information is summarized in an attachment to this memorandum.

Briefly, the accident resulted in the loss of approximately half of the Alyeska Pipeline flow for some ten days. There were temporary price increases in local markets, notably on the West Coast. These price changes were driven more by market psychology and other unrelated factors than by fundamental supply problems. In any event, early indications are that the situation is reversing and the market appears to be adequately self-correcting. In short, we do not believe that we are confronted with a national energy supply shortage.

Under these circumstances I have concluded that the criteria for invoking drawdown of the SPR have not been met and, accordingly I would not, at this time, recommend to the President that he declare a national emergency for that purpose. We will, however, continue to monitor the situation closely. If conditions were to unexpectedly deteriorate significantly I will reevaluate my recommendations including the issue of use of the SPR.

I have also attached for your information a draft press statement which I am prepared to release, subject to any comments you may have.


James D. Watkins
Admiral, U.S. Navy (Retired)

Attachments

Attachment to Memorandum for Honorable John H. Sununu

Subject: Oil Spill in Prince William Sound, Alaska

I. Current Supply Situation and Outlook

The Alaskan oil supply situation is steadily returning to pre-accident flow rates. As of today, the Trans-Alaska Pipeline system is flowing at or near its pre-incident rate of 2 MMBD. Although tanker departures from Valdez are currently limited to daylight hours, shipments should be able to match the current pipeline flow rate. The EXXON Valdez was refloated today, April 5 and is being moved to a nearby island for temporary repairs. Normal tanker operations at Valdez should resume shortly.

World oil supplies are abundant. There are about 8-9 MMBD of unused crude oil production capacity worldwide -- more than four times normal Alaskan oil output. We do not expect the reduced flow of Alaskan oil to have a significant effect on the international oil market. (Reportedly there have been some localized retail price increases of 10 to 20 cents per gallon in the U.S. West Coast market and as much as 15 cents per gallon in Indiana. While the spill clearly is playing a role, we believe that other factors are contributing, including mandated decreases in gasoline volatility, passthroughs of rising crude oil prices since last November, and normal seasonal increases as we enter the driving season. Increased flow of Alaskan oil and alternative supplies on the world market should limit these effects.)

It has been reported that the State Government of Alaska may cause operations to cease completely at Valdez. Even if this were to occur, there are adequate alternative oil supplies if the industry has sufficient lead time. There would be some operational delays (20-30 days) in arranging for new supply sources to replace Alaskan crude oil. During that time supply disruptions almost certainly would be experienced by distributors and/or refiners heavily dependent on Alaskan oil. Prices for crude oil and refined products would increase moderately. Once new supply patterns were established prices would return to or near pre-disruption levels.

II. Strategic Petroleum Reserve

I have received inquiries (both from Congress and the news media) about the possible use of the Strategic Petroleum Reserve (SPR) in response to the current situation. The SPR was established by the Energy Policy and Conservation Act to diminish the United States' vulnerability to the effects of a severe energy supply interruption and to provide limited protection from the short-term consequences of an interruption of petroleum supplies. This enabling legislation was enacted in 1975 and provides that the SPR may be drawn down only if the President finds that drawdown is required by a "severe energy supply interruption," or by obligations of the U.S. under the Agreement on an

International Energy Program. 42 U.S.C. 6241(d). The term "severe energy supply interruption" is defined as follows in the Act:

a national energy supply shortage which the President determines --

- (A) is, or is likely to be, of significant scope and duration, and of an emergency nature;
- (B) may cause major adverse impact on national safety or the national economy; and
- (C) results, or is likely to result, from an interruption in the supply of imported petroleum products, or from sabotage or an act of God. (42 U.S.C. 6202(8)).

In the current situation there is no persuasive basis for concluding that a "severe energy supply interruption," as defined, presently exists. No "national energy supply shortage" exists or can be foreseen at this time. Even if some shortages should occur, they are unlikely to be "of significant scope ... (or) duration," or to cause "major" adverse impact on national safety or the national economy.

The recent situation particularly on the West Coast of the United States appears to have been driven by market psychology more than by a true national supply problem. The situation already seems to be reversing and the market appears adequately self-correcting.

In light of the above, I would not recommend to the President that he use the SPR at this time.

We will, however, continue to closely monitor the situation and will keep all options open in the event of an unexpected deterioration of the supply situation, including the use of the SPR.

III. Department of Energy Activities

Although the petroleum supply situation presented by the partial ANS cutoff is within industry and marketplace capabilities to manage, I have directed the Department's emergency preparedness staff to continue to maintain a close watch over developing conditions. Through continuous staff analysis and daily contact with the operators of the Trans Alaska Pipeline System, the major oil companies involved, the affected states, other Federal agencies, and the news media, timely and authoritative information has been made available to senior Departmental managers.

IV. Response to Senator Murkowski

Regarding Senator Murkowski's March 31 letter to the President, I have directed my staff to formulate a plan which would permit response to the Senator's request, if so directed by you, while at the same time, not interfere with the current Coast Guard-led efforts of the National Response Team. While this plan is still under consideration in the Department, it will likely be comprised of recommendations intended to:

- 1) provide Alaska state and local officials with information on prior spills and their consequences, and relate that information to the Valdez spill;
- 2) provide a credible assessment of the impact of production changes on the integrity and long-term productivity of the Prudhoe Bay oil reservoir;
- 3) provide for a long-term monitoring program with feedback to local interests to assess the validity of predictions from earlier spills; and
- 4) provide an independent assessment to establish whether changes should be made for this and other oil transportation terminals, specifically as those changes relate to assuring future energy security.

I expect to forward to the President within the next week a detailed set of recommendations, along with a suggested organizational structure for our proposed efforts, for his consideration in responding to Senator Murkowski.

News Media Contact:

For Immediate Release

Statement by James D. Watkins
Secretary of Energy

The serious environmental accident caused by the *Exxon Valdez* oil spill in Alaska's Prince William Sound has also raised concerns about energy supplies, particularly along the West Coast of the United States.

I am deeply concerned about the environmental damage caused by this oil spill clearly due to human error. In spite of this tragedy, I am confident that our energy supplies are not threatened.

My department has been monitoring the energy supply aspects of the situation, and we are convinced that the nation is not facing either an immediate or prolonged supply shortage because of the *Exxon Valdez* spill. I am aware of the temporary rise in gasoline prices on the West Coast and in certain other areas of the country, but it appears that these price changes have been driven more by market psychology and other unrelated factors than by fundamental supply problems. Moreover, our analysis shows this situation is already correcting itself.

The Trans-Alaska Pipeline is returning to full operation. Although tanker departures from Valdez are currently limited to daylight hours, shipments should be able to match the current pipeline flow rate. The *Exxon Valdez* has been refloated and is being moved to a nearby island for temporary repairs. Normal 24-hour-a-day tanker operations should resume shortly.

Increases in the flow of Alaskan oil along with the use of alternative crude oil supplies should limit and ultimately ameliorate any regional supply dislocations and price increases that have occurred because of the spill.

Because the Department of Energy is responsible for managing the nation's principal insurance policy against major international oil supply disruptions, namely the emergency stockpiles of crude oil along the Gulf Coast that make up the Strategic Petroleum Reserve, I have received inquiries about the possible use of the Reserve in this current situation.

The Strategic Petroleum Reserve was created to protect this nation against a "national energy supply shortage" resulting from a specific set of circumstances outlined by Congress. I have advised the President that I do not believe the current situation meets these criteria, and that consequently, the use of the Strategic Petroleum Reserve is not warranted at the present time.

The Department will continue to maintain a close watch over developing conditions, including close coordination with key industry officials, state and local representatives and other federal agencies that are involved in the nation's response to this unfortunate accident. If conditions should change, my department will be prepared to move expeditiously in preparing the necessary recommendations to the President including activation of drawdown procedures for the Strategic Petroleum Reserve. However, at the present time, I see no reason why the market will not continue to correct itself.

MEMORANDUM

Breeden

TO: President George Bush

THROUGH: John Sununu
Chief of Staff

FROM: Eddie Mahe, Jr. 

DATE: April 5, 1989

RE: Alaskan Oil Spill

I believe, strongly believe, that the time has come and perhaps slightly passed for you to take bold aggressive action to deal with this mess.

Much like the VietNam war and the starvation in Ethiopia, this mess is now showing up in every home in America in gruesome color; and while it may not have the impact of either of those tragedies, I would wager that this results in most people thinking of themselves as environmentalists and thus, paying attention to see if the President is also one of them.

The sense now is that the scope of this pollution far exceeds anything that Exxon, Alaska or any other entity other than the federal government can deal with. It is not relevant whether or not this is the reality of the situation legally or otherwise.

Not unreasonably, you waited until the situation fully developed but a failure to act now almost assuredly means that you will be vulnerable to the charge that while you were President the worst environmental disaster in the history of the country occurred and you sat back and did nothing except send three people to look at it.

I would urge that you call together the appropriate Cabinet officers and determine the big ideas that can be put in place immediately, even if it's nothing more than sending soldiers down to assist in saving the salmon fingerlings or scrubbing rocks with a toothbrush, and then make the necessary declaration that it's a national emergency and tell them to get cracking.

Mr. President, if I might suggest, your environmental model, Teddy Roosevelt, would have taken such steps and if you don't, your name may well join Exxon as being synonymous with 'environmental disaster' rather than the desired 'friend of the environment'.

Have a nice day!

THE WHITE HOUSE

The oil spill in Prince William Sound represents one of the greatest environmental tragedies in American history. The more than 10 million gallons of oil discharged into the waters of the Sound have proven deadly to marine life, mammals and birds on a substantial scale. Adding to the dangers of the situation was the possibility that more than 40 million additional gallons of oil still in the ship might have been discharged if further damage to the ship, still on the reef in exposed waters, had occurred.

The Exxon Valdez has now been unloaded to the extent possible under the existing conditions and moved to a sheltered location. Thus, the danger that this tragedy could have been magnified by several times in size has now been removed. With the completion of this critical effort, it is now time to focus every possible private and public resource on the job of cleaning up the oil that has been discharged, protecting fragile areas from the spreading pollution, and restoring damaged areas.

Exxon has acknowledged its responsibility, and it will be held strictly to account for all the damages caused by this incident to the maximum extent of the law. In addition, a substantial federal effort has been under way, coordinated by the United States Coast Guard. At present, this effort involves almost 400 Coast Guard personnel, as well as vessels, aircraft, helicopters and large quantities of equipment. However, the President has determined that this effort should be expanded, and he has directed that a series of additional measures shall occur.

These steps include the following:

1. The Department of Defense has been directed by the President to make available, under the coordination of the U.S. Coast Guard, all facilities, equipment and personnel that can be effectively utilized in assisting the cleanup of spilled oil. This effort, which will begin immediately, will include the following elements:

- o The United States Navy will order to Prince William Sound several naval vessels to provide logistics bases, communications, and other necessary support for wildlife preservation, and beach and water clean-up efforts. This effort is expected to include the construction of floating facilities to house personnel engaged in cleanup efforts, as well as to serve as transportation and equipment staging points.

o The United States Air Force will provide aircraft and ground support facilities for the transportation of equipment and personnel to assist in cleanup efforts. In addition, Air Force support will be made available to efforts to save affected wildlife.

o The United States Army will deploy ground forces personnel to assist in efforts to clean affected land areas, and to assist in construction or other related activities designed to prevent damage of currently undamaged areas. Troops of the [__th Army Division] will begin initial deployment for cleanup duty commencing in the immediate future. Firefighting crews trained for operation in remote areas will also be utilized in this effort.

o As on-site coordinator of cleanup efforts, the Coast Guard has been assured of the availability of other necessary DOD assets. It has been charged by the President with the responsibility of utilizing the maximum practicable effort to begin the restoration of affected land and water areas.

The United States Government will expect the Exxon Corporation to reimburse its costs and expenses incurred in these efforts.

2. In addition to the short-term effort to clean affected land and water areas and save wildlife, the President has directed the Administrator of the Environmental Protection Agency to coordinate efforts to promote the long-term recovery and restore the biological productivity of Prince William Sound. The National Oceanographic and Atmospheric Administration ("NOAA") of the Department of Commerce has already commenced a scientific assessment of the ecological damage from the spill and the development of a plan for long-run restoration, rehabilitation, and replacement of damaged natural resources. In addition to the NOAA effort, the Fish and Wildlife Service of the Department of the Interior will assist in the development of plans for restoring fish and wildlife stocks and habitats. Finally, these government efforts will be supplemented by leading scientific and oil spill experts to be utilized by the EPA.

3. Maintaining the environment and ecology of Prince William Sound and the region as a whole must be a high priority for the future. To promote this objective on a consistent and sustained basis, the President will propose, in consultation with the Alaskan Congressional Delegation, the creation of a Fund for the Alaskan Environment. The Fund would be a public foundation, with a diversified board membership, which would fund environmental monitoring and restoration efforts and support fish and wildlife conservation and habitat enhancement efforts. The President will seek to establish the Foundation's endowment with an initial contribution of \$[] million in federal funds.

4. The President has directed that enactment of oil spill liability and compensation legislation to implement a comprehensive liability and compensation mechanism, as well as Senate ratification of pending international oil spill agreements, should receive priority attention. Legislation to implement these proposals will be forwarded to the Congress.

5. The President has directed that a program for volunteers willing to assist cleanup efforts be established during the coming summer months. Volunteers and other civilian assistance will ultimately replace military personnel in cleanup operations.

6. Finally, the tragic consequences of the Exxon Valdez situation have demonstrated the complete inadequacy of contingency planning for emergencies of this type. As a result, the President has directed a review of contingency plans of this type nationwide, to determine their adequacy in light of the lessons of this situation and the critical importance of an adequate capacity for a timely response. The National Response Team established pursuant to the Clean Water Act has been directed to undertake this reevaluation of existing planning and to report findings and conclusions within [6] months.

[DECLARATION OF EMERGENCY UNDER STAFFORD ACT ?]

Wildlife Assessments in the Alaska Oil Spill

- o NOAA (Department of Commerce) and the Fish and Wildlife Service (Department of Interior) are the federal government's designated "natural resource trustees."
- o NOAA is the trustee for natural resources in or under navigable or tidal waters. Interior acts as the trustee for birds, endangered species and certain marine mammals.
- o Under authority of the Clean Water Act, the trustees:
 - (1) conduct a preliminary survey of the damaged area to determine whether federal resources are required;
 - (2) undertake a formal "damage assessment"; and (3)
 - devise and execute a plan for restoration, rehabilitation, and/or replacement of the damaged natural resources.
- o NOAA has already produced a "preliminary plan" that provides a detailed 16-page outline of their proposed assessment and follow-up.
- o The NOAA plan covers:
 - Effects on natural resources
 - Vulnerability of the environment
 - Acute (lethal) effects
 - Chronic effects
 - Baseline conditions pre-spill
 - Chemical and biological analyses
 - Fish habitat effects
 - Marine mammal effects
 - Bird effects
 - Economic losses
 - Commercial fisheries
 - Mariculture
 - Recreation effects
 - Effects on subsistence hunting and fishing
 - Indirect wildlife impacts
- o The proposed program will take 3 years to execute. Work is, however, well underway.
- o Exxon will pay for the assessments voluntarily or be subject later to a "cost recovery" action.

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Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
02. Memo	From Roger Porter to John Sununu Re: Meeting w/Administrator Reilly regarding Two Forks Dam (2 pp.)	4/10/89	P /5	

Collection:

Record Group: Bush Presidential Records
Office: Chief of Staff, White House Office of
Series: Sununu, John, Files
Subseries: Issues Files
WHORM Cat.:
File Location: Oil Spills (1989) [4]

Open on Expiration of PRA
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RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

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PRM. Removed as a personal record misfile.

Freedom of Information Act - [5 U.S.C. 552(b)]

(b)(1) National security classified information [(b)(1) of the FOIA]
 (b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
 (b)(3) Release would violate a Federal statute [(b)(3) of the FOIA]
 (b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
 (b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
 (b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
 (b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
 (b)(9) Release would disclose geological or geophysical information

THE WHITE HOUSE
WASHINGTON

April 10, 1989

MEMORANDUM FOR GOVERNOR JOHN SUNUNU

FROM: ROGER B. PORTER *RBP*
DAVID Q. BATES *[Signature]*

SUBJECT: Meeting With Administrator Reilly Regarding
Two Forks Dam

On April 4, we met with Administrator Reilly regarding next steps in his decision not to approve the Two Forks Dam project.

Background

Section 404 of the Clean Water Act regulates discharges of dredged or fill material into all waters of the United States. The Army Corp of Engineers has primary authority to determine whether or not a Section 404 permit should be issued. However, that same law gives the EPA Administrator the authority to prohibit or restrict the use of a discharge site when there is likely to be an unacceptable adverse environmental effect. Since 1980 EPA has completed eight site restrictions or prohibitions, completing three in the last year.

Two Forks Issues

During the review process on the construction of the Two Forks Dam over the last few years, EPA identified concerns associated with the destruction and operation of the project. They were:

- o As stated in the Corp of Engineer's final environmental impact statement, of the five alternatives examined for a project on the Platte River, the Two Forks alternative would have the greatest adverse impact on aquatic resources.
- o The project will destroy a portion of the Platte River, with a trout stream supporting over 400 pounds of trout per acre.

Process

Administrator Reilly declined to approve the project, and the Corp of Engineers has until April 12 to respond. Following receipt of the Corps' response, which will likely endorse the project as is with no changes, there will be a 60-day hearing and comment period before a final decision is made.

The key issue is whether or not this initial decision by the Administrator is in practicality a final decision. According to the Administrator, the action was a drastic one, taken only on the assumption that this alternative will present adverse environmental impacts. Even though there is a pro forma comment period for the Corp of Engineers before a final EPA decision is made, according to Reilly nothing will have changed in that period of time to mitigate the adverse environmental impacts, which were the basis for rejecting the project to begin with.

Some key points came out of our meeting with Reilly:

- o Before his decision, Reilly did two memos on the dam project for the White House Senior Staff. One was for the President's trip to Denver in early March and the other appeared in Cabinet Affairs' Cabinet Report. Reilly also told the Office of Cabinet Affairs of his timeframe for the decision which also appeared in the Cabinet Report.
- o The Two Forks Dam project is the last of the "large" water projects in size, cost and magnitude in terms of the amount of water it would supply and its potential for environmental damage. Consequently, the action Reilly took is not a harbinger of things to come and should not be used as a basis to judge how he will deal with environment/development issues.
- o For EPA's decision to be reversed would be interpreted as a major retreat.
- o Reilly acknowledges it is important that he be better perceived by Western constituencies in particular as someone who understands the importance of water supply issues. He will undertake some initiatives, most immediately, calling Senator Simpson with whom he claims to have a good relationship, to explain his decision and concern.
- o In vetoing Two Forks, he will look to working with the Corps of Engineers and Western constituencies to develop an alternative plan.

c: Bill Roper
Juanita Duggan

John -

THANK YOU FOR

TAKING AN INTEREST

IN THIS VITAL

ISSUE. REGARDS -
Bill



WILLIAM L. ARMSTRONG
UNITED STATES SENATOR
COLORADO

UNITED STATES SENATE
WASHINGTON, D. C. 20510

(202) 224-5941

United States Senate

WASHINGTON, DC 20510

TWO FORKS WATER PROJECT SOUTHWEST OF DENVER, COLORADO

Two Forks is a \$500 million water project proposed by an unprecedented coalition of Denver and 40 cities, counties and special districts in the Denver area. Their Agreement requires a dam of a capacity to meet anticipated future water needs. Two Forks is the only site with that capacity. Two Forks is entirely locally funded, receiving no state or federal funds.

CHOICE OF THE TWO FORKS SITE IS THE RESULT OF:

- * Statewide water roundtable of all interests, beginning in 1981
- * Environmental impact study approaching \$40 million
- * Unprecedented coalition of 40+ Front Range cities, counties and special districts, including Denver, to cosponsor a reservoir of a specific capacity -- Two Forks is the only site accommodating that capacity
- * Site catches major water rights of at least two of the largest participating cities
- * Commitment to the future, backed entirely by local funds

TWO FORKS IS NEEDED.

- * Colorado, in the arid West, has a cyclical history of drought.
- * Denver metro suburbs which have water contracts with Denver -- not all do -- are now on a "first come, first served" basis for Denver water -- economic detriment is already occurring because suburbs cannot guarantee water for people and businesses willing to locate in the Denver metro area.
- * If Two Forks is not built, Denver cannot continue to provide sufficient water to the suburbs.
- * Denver is recognized for its decades of responsible planning for future water needs. The Two Forks water right date is 1905, and the right-of-way for the reservoir was received from the Department of the Interior in 1931.
Note: Not just any reservoir is needed at this point in the carefully planned system, but a reservoir with a specific capacity and location to maximize water yield and serve terminal storage functions above the water treatment plant.
- * The statewide water roundtable, systemwide EIS and multi-government cooperation in developing Two Forks helped trigger historic settlement of key water litigation among Denver, Colorado's West Slope and northern Colorado's agricultural interests.

IF TWO FORKS IS NOT BUILT THE WATER AGREEMENT AMONG DENVER AND 40 OTHER GOVERNMENTS WILL BE SHATTERED AND SERIOUS ENVIRONMENTAL DESTRUCTION WILL OCCUR.

- * Northern Colorado agricultural water will be purchased by metro suburbs, potentially drying up 100,000 acres of irrigated farmland and numerous reservoirs and wetlands. Note: similar water purchases occurred in southern Colorado, drying up over 40,000 acres of irrigated farmland and significantly reducing migratory bird population since 1960.
- * Northern Colorado farms also provide fall habitat for thousands of migrating ducks and geese.
- * Leapfrog metro growth will occur, springing up around water sources.
- * Finite groundwater will be threatened.
- * Groundwater is not available to western metro area suburbs.
- * Effects will occur on the parks and gardens enjoyed by the public in general, including those restricted to their neighborhood for recreation or natural beauty by money, handicaps, age or time.

A \$90 MILLION MITIGATION PROGRAM EXISTS FOR TWO FORKS.

- * Extensive technical committees with multi-agency and environmental representatives developed the site-specific EIS and supporting documents resulting in:
 - * Three-to-one wetlands replacement
 - * \$90 million mitigation program
- * No regulatory agency opposes the project, including the Corps of Engineers, Colorado Division of Wildlife, Colorado Health Department, U.S. Fish and Wildlife and the Nebraska Game and Parks Department.
- * No impact on Nebraska whooping crane habitat found by U.S. Fish and Wildlife or Nebraska Game and Parks.
- * In addition, Denver will complete in the mid 1990's a \$45 million water metering program begun in 1986.
- * Denver is a leader in testing water reuse technology.

WHO MADE THE DECISION TO BUILD TWO FORKS AND WHO IS PAYING THE BILL?

- * After extensive study and unprecedented multi-government cooperation, local elected officials of 40 cities, counties and special districts and Denver made the decision.
- * Two Forks is locally funded -- no state or federal funds.

GREATEST MYTHS SURROUNDING TWO FORKS

* **"A natural gold medal trout stream will be inundated."** This stream has been stocked with an average of about 20,000 fish/year since 1984, and part of its success as a fish habitat is due to the tailwater flow from an upstream dam. Two Forks environmental mitigation includes the opening and enhancement of 14 miles of fishing streams not currently public in the area, plus enhancement of other mountain streams on the East and West Slopes.

* **"Nebraska whooping crane habitat is endangered."** Nebraska Game and Parks agrees with US Fish and Wildlife that insignificant impact will occur. Note: Nebraska has a mainstem dam of its own above the habitat, and Nebraska's state water engineer states Nebraska's proposed dams have no effect on the habitat. About 70% to 80% of the Platte flow comes from Wyoming. Two Forks depletions (an average of 1300 acre feet/year) would account for only .1% of the total inflow to Nebraska from the North and South Platte rivers. However, Two Forks mitigation includes a \$2 million contribution to create additional roosting and wetlands for whooping crane migration.

* **"Two Forks will reduce Platte river flow into Nebraska by as much as 75%."** Colorado is required to send over the Nebraska border up to 46,800 acre feet/year under the South Platte River Compact of 1923 between Nebraska and Colorado. In 1985, Colorado sent Nebraska 283,191 acre feet, and in 1986 323,564 acre feet. This increase in flow is due to Colorado's transbasin diversions and Colorado's dams, which allow a constant year-round flow, rather than the cycles of flood and trickles or no flow at all that historically characterized the South Platte. There were years before water development when the South Platte dried up after runoff and no water flowed at all into Nebraska. One pioneer family tells of homesteading when only one tree existed along the South Platte in northeastern Colorado, and some years when you could step across the South Platte before water development.

* **"Two Forks will inundate a pristine, undeveloped, inaccessible wilderness and roadless forest where people enjoy unsullied isolation."** This river is now regulated by four upstream dams. Of the 30 miles which Two Forks would inundate, less than two miles is in an undeveloped state. Very briefly, the area contains about five miles of paved road and many miles of dirt road. Much of the area is heavily used by recreational vehicles, offroad vehicles and dirt bikes. A number of homes and some businesses are located there, too. This does not discount the area's beauty, but the reality is very different from the myth stated. Two Forks mitigation includes extensive recreational, environmental, and enhancement and development in the immediate area and other areas on the East and West Slopes.

United States Senate

WASHINGTON, DC 20510

BRIEF CHRONOLOGY OF DENVER METRO TWO FORKS WATER PROJECT

- 1905 Date of Two Forks water right (enlarged in 1926 and 1986)
- 1914 Denver acquires Two Forks water right
- 1931 Two Forks right-of-way issued by Department of Interior
- 1931 - 1981 Denver developed other parts of its water system and the West Slope projects from which two-thirds of Two Forks yield is derived, making Two Forks timely.
- 1981 Governor convenes statewide Water Roundtable representing all interests to examine metro water needs. Meetings begin for the locally funded, \$40 million, 8 year, systemwide environmental impact study (EIS).
- 1982 EPA approves issues and alternatives for systemwide EIS.
- 1983 40 metro cities, counties and special districts and Denver sign the Two Forks Participation Agreement -- Two Forks is locally funded, with no state or federal funds.
- Statewide Water Roundtable Agreement achieved: 1) expanded water conservation and metering, 2) a West Slope Exchange Project, and 3) a reservoir on South Platte River above Denver. (All being actively pursued.)
- 1984 EPA approves refocusing the EIS from systemwide to Two Forks and alternatives in site specific detail.
- 1986 Denver files a permit application for 1.1 million acre foot Two Forks -- EIS studies show this larger size to be most cost efficient.
- Historic settlement of water litigation among Denver and West Slope water interests and northern Colorado agricultural interests, including Muddy Creek lease and no opposition to Two Forks.
- Denver's \$45 million water metering program underway, to be completed in mid-1990's.
- Draft EIS issued.
- 1987 U.S. Fish and Wildlife states Two Forks poses no jeopardy to endangered species.
- U.S. Fish and Wildlife Coordination Act Report on mitigation proposals: no opposition to Two Forks

Nebraska Game and Parks letter: no major impacts in
Nebraska

EPA negotiations with Corps of Engineers and Denver Water
Board and technical studies to resolve EPA concerns with
draft EIS

Colorado Division of Wildlife Agreement on Mitigation: no
opposition to Two Forks

1988 Final EIS issued.

EPA and Corps negotiations to further resolve EPA concerns
about Final EIS.

EPA backs off demand for a Supplemental EIS

Colorado Health Department issues Section 401 Water
Quality Certification, finding no water quality violations

Governor Romer supports permit issuance

1989

Jan. Corps of Engineers announces intent to issue 404 permit,
nearly doubling the proposed \$40-45 environmental
mitigation program proposed by proponents.

EPA, Corps of Engineers and Denver Water Board continue to
resolve EPA's remaining concerns with another 4-5 weeks of
intense negotiations

2/24 Denver Water Board formally requests the Corps add six
permit conditions as a result of negotiations with EPA,
satisfying remaining EPA concerns and bringing the
environmental mitigation program to \$90 million.

Late Feb. EPA Administrator asks Assistant Secretary of the Army for
Civil Works to suspend decision to issue permit until EPA
Administrator has time to study Two Forks

3/13 U.S. Fish and Wildlife sent Corps of Engineers a letter of
concurrence with the final permit conditions U.S.F.W.
received from the Corps on 3/8/89, stating U.S. Fish and
Wildlife has no issues remaining to resolve.

3/24 EPA Administrator orders EPA Regional Administrator to
initiate 404(c) veto procedure

The Bush league's Two Forks veto trickles down to Colorado

THE AMBIVALENT and muted performance of our GOP congressmen regarding the consideration and impending veto of the Two Forks metro water project by the Environmental Protection Agency will have considerable impact on the delegation's fortunes in the next elections.

The new Republican administration has milled the rug out from under a number of its strongest partisans in this state. This bizarre judgment will scatter political acid rain and scar the party's environment for some time to come.

Retiring GOP Sen. William Armstrong had thought he was not giving up political doubt with the administration by announcing forthcoming retirement in advance of Two Forks talks. The senator believed he could be tending to necessary business in his coming last two years of office. But the Bush administration has stolen our senate emperor's clothes.

The early front-runner to succeed Armstrong, Rep. Hank Brown of the north-eastern Plains district, has been strongly in favor of Two Forks. He knows that



**BILL
HORNBY**

without its ample metro Denver water supply, agricultural water will be bought up by thirsty municipalities, threatening future food production.

No matter. The administration revealed Brown, too, as being of little importance in current enthusiasms. His long and excellent congressional experience as background for a Senate career was over-ridden by the momentary Bush league's desire to look good to national lobbies.

Down in Arapahoe County, where you find the Republican Republicans, Congressmen Dan Schafer must have some explaining to do. His buddies sent him

back to office as "can do Dan." It now seems, on the most important national GOP decision affecting his local district in years, that it's "no can do Dan."

Many of Schafer's constituents are out big bucks in their effort to assure their future water supply, for Arapahoe and surrounding water providers are taking the heaviest hit from this administration propensity to aim at its toes. Wherever they are, our former GOP heavyweights in Washington — the likes of Pete Dominick, Gordon Allot, Gene Milliken, Joe Coors — must be in a state of shock.

The New York Times editorial page could hardly wait to congratulate EPA Administrator William Reilly for his decision to pull the plug on Two Forks. This editorial shrine of the national environmental organizations said Reilly was sending three messages:

"He intends to run his own agency. He takes at face value President Bush's announced concerns for the environment. And he believes that even in the Sun Belt, where growth is virtually a religion, growth may demand too heavy a price."

Thus, federal control of state and local water policy, the environmental image of the administration, and suspicion of economic growth become newly articulated expressions of GOP policy which our locals will work into their campaigns.

Those who have watched Cheesman Canyon on the South Platte gradually emerge from its cocoon as an attractive foothills ravine to become a continental canyon treasure will be comforted by these further New York Times conclusions:

"Denver officials argued that the dam was vital to the growth of 41 suburban communities. Mr. Reilly responded that Denver's needs were less compelling than the 'irremediable loss' of an 'environmental treasure of national significance' including valuable wetlands, wildlife areas and a scenic canyon.

"Mr. Reilly," the Times proudly informed its national audience, "overruled not just the Denver Water Board and the Army Corps of Engineers, but his own regional administrator. It was the first time an EPA chief had seized control of an issue traditionally decided on the regional

level . . .

"Over the years, the South Platte River has been raided time and again, not without cost. Denver's plan, for example, would threaten valuable wetlands in neighboring Nebraska. Mr. Reilly sends a signal that growth is not an absolute good, but one to be measured against competing values."

Several interesting messages here — national treasure is defined in the eye of the federal beholder; it is a fine thing indeed when Washington administrators take over these decisions from local folks, and isn't it wonderful to stop the "raids" on the South Platte River that have supported growth. Such things as a century of homes, lawns, schools, families, businesses and not a few Republicans.

The point is not to attack Reilly for sticking to his guns as an environmentalist, and a good one, but to wonder how Colorado Republicans are going to make his doctrine theirs?

Bill Hornby, whose column appears Tuesdays, Thursdays and Sundays, is senior editor of The Denver Post.

Ralph Looney
Editor



Rocky Mountain News

William W. Fletcher
President, General Manager

"Give light and the people will find their own way"

Jay Ambrose, Executive Editor

Editorials

Jean Otto, Editorial Page Editor

A tour through The Looking Glass, with EPA as guide

NEVER mind, Denver. Never mind, suburban water providers. Never mind, Gov. Roy Romer, the Army Corps of Engineers and the regional office of the Environmental Protection Agency.

Forget about the years of good faith shown by scores of public officials, the meticulous work of hundreds of scientists and technicians, the nearly \$40 million spent in the expectation that the permitting process for a major new dam would proceed — whatever the eventual outcome — in predictable, orderly and logical fashion.

Sorry, ladies and gentlemen. There's a new sheriff in town — although he's not exactly from our town. This fellow hails from Washington, D.C., but what he says passes as law throughout the land.

William Reilly is his name; political decisions are his game. At the 11th hour last week, George Bush's new EPA director seized control of the Two Forks permitting decision, and in so doing seemed to signal the project's death.

There's little point in guessing whether plans for Two Forks actually have inhaled their final breath. A

spokesman for the suburban water providers denies it, but he is hired to say such things. A legal counsel for the Denver Water Board argues the dam can't be dead because Reilly violated his agency's own regulations. We shall see.

But whether Two Forks is dead, the so-called permitting process clearly has expired. It has become the permitting chaos, with the Queen of Hearts frantically writing a madcap script.

The Queen has decided that the next 15 days will be spent, according to an EPA press release, in "consultation between EPA, the Corps and the applicant to see if there can be any resolution of differences." In accordance with the Queen's whimsically arbitrary style, however, she has simultaneously failed to guarantee that someone intimately familiar with the details of years of negotiations will conduct these discussions.

Settle differences over Two Forks in 15 days (or two or three months, for that matter) with people as green as Irish sod calling the shots from Washington? Why not throw in a solution to the conflict in Lebanon for good measure?

Notice, too, the Queen's puckish use of the word "differences." In fact, Reilly apparently doubts whether a permit is deserved at all and whether "less environmentally damaging alternatives still remain." He has initiated, after all, what is unsightly known as the "veto process."

The "differences" may well be as fundamental as a split between local officials who seek a permit and EPA functionaries in Washington who would reject their application. We might as well talk of the "differences" between Charles I and his executioner.

But perhaps the Queen will spring another surprise on us in her final act. Perhaps Reilly or his surrogate will examine the environmental impact statement, look closely at the alternatives to Two Forks and conclude that his regional administrator, whose judgment has suffered a humiliating rebuke, had been correct all along.

If the Queen were predictable and fair, she wouldn't be the Queen. Nor would scores of local officials be wringing their hands this weekend in justifiable bewilderment and rage.

Ralph Looney
Editor



Rocky Mountain News

William W. Fletcher
President, General Manager

"Give light and the people will find their own way"

Jean Otto, Editorial Page Editor

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Editorials

EPA, stuffed with steroids, muscles out local control

THE Environmental Protection Agency has named the official who will oversee Two Forks' last-gasp review. He's Lee DeHihnes, regional administrator from Atlanta. And while he may not know diddly about Western water issues, he's got the one essential qualification for the job: He knows what the boss wants, and what the boss wants, apparently, is the project killed. A trial is no trouble, even for an inexperienced judge, when the verdict is understood in advance.

So far, the decision by EPA chief William Reilly to initiate the veto process against Two Forks has been analyzed mainly in terms of its implications for Western water development. Actually, it has broader implications, for it hints at the awesome power wielded by this relatively small federal agency.

Back in the early 1970s, environmental groups advocated national land-use planning — but were foiled by, among other things, the determined opposition of President Nixon.

Yet environmentalists may enjoy the last laugh yet. It increasingly appears as if an incipient national land-use-planning agency has been created during the past

20 years without anyone fully realizing it.

It's name is the EPA. The decision on Two Forks is only the latest demonstration of the agency's power. The EPA has at its disposal a host of laws, most open to varying interpretation, that can be invoked at the agency's convenience. The most potent, undoubtedly, is the Clean Air Act.

Hundreds of communities, including Denver, are in violation of the clean-air standards. Scores of them will remain in violation no matter what they do in the next decade or so. (The South Coast Air Quality Management District in the Los Angeles basin recently proposed a radical air-quality plan that includes 160 control measures costing between \$4 billion and \$12 billion a year, yet even this plan will not bring the basin into compliance with clean-air standards.)

Given certain conditions, EPA could expand controls on existing industrial sources, restrict new growth and development and, as a last resort, order the shutdown or relocation of major industrial emitters. To what extent it does those things will be a delicate political question; on any project, it will doubtlessly weigh the

risk of a backlash from local and state politicians.

But there was no great risk to the EPA in killing Two Forks. Sen. Tim Wirth actually applauded the project's demise, while Gov. Roy Romer's fence-straddling last year suggested he'd be less than hopping mad in the event of a federal veto.

For a contrasting case, consider the proposed new airport. Wirth, Sen. Bill Armstrong, Romer, Colorado's House delegation, and virtually every local elected official in the region supports replacing Stapleton. So, even though a new airport will clearly increase the amount of metro-area driving and hence air pollution, the EPA won't dare kill it. The agency will wink, proclaim the airport environmentally sound, and let the project proceed.

It's sobering to realize, though, that EPA might well be able to kill a new airport if it were determined to do so, perhaps by imposing transportation restrictions that would make the facility grossly inconvenient.

The era of local decision-making on land use is drawing to a close. Washington has shouldered its way to the planning table.

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 P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Removed as a personal record misfile.

Freedom of Information Act - [5 U.S.C. 552(b)]

(b)(1) National security classified information [(b)(1) of the FOIA]
 (b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
 (b)(3) Release would violate a Federal statute [(b)(3) of the FOIA]
 (b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
 (b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
 (b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
 (b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
 (b)(9) Release would disclose geological or geophysical information

BACKGROUND ON TWO FORKS DAM AND RESERVOIR

LOCATION: Outside Denver, Colorado, proposed dam site on South Platte River, 25 miles southwest of Denver. Storage capacity of 1.1 million acre-feet of water, storing natural flow from north and south forks of the South Platte, as well as water from the Colorado River Basin. Denver owns water rights; water would be sold to approximately 50 suburban entities. Cheeseman Canyon, which would be destroyed by the reservoir, has been called the "St. Peter's Basilica of trout fishing."

BACKGROUND: In March 1986, Denver Water Board (DWB) applied for Clean Water Act permit for placement of fill material necessary for impoundment. Section 404 stipulates that activities which involve discharge of fill material into U.S. waters require a federal permit and must comply with environmental guidelines developed by EPA. Army Corps of Engineers has primary responsibility for review of the project and preparation of an environmental impact statement (EIS). Final EIS was released in March, 1988. The Corps has reviewed public, state and federal agency comments and has decided to issue the Section 404 permit to allow the proposed dam. Based upon environmental concerns with project impacts, EPA Regional Office began formal consultations with Corps.

POLICY ISSUES: High visibility issue that confronted Administrator Reilly his first day on the job. National environmental groups, as well as local interests, heightened the stakes, indicating they will file suit if the Corps issues a permit (project proponents will likely sue if the permit is denied).

Opponents argue that water conservation measures already agreed to by DWB under the so-called "Foothills Agreement" were never implemented and would obviate need for project, that a world-class trout stream, wetlands, and a prime recreational area near Denver would be lost, that public opinion on the project is deeply divided, that institutional arrangements governing water allocation need to change to favor metropolitan water planning.

Proponents of the project, including the Governor, the Mayor of Denver, and Senator Armstrong favor the permit as a lever to induce metropolitan water sharing (DWB says it will not otherwise share its supplies with the suburbs to accommodate expected growth); they also argue that the suburbs need Denver's water or they will turn to groundwater supplies or to bringing up agricultural water from Weld County, drying it up, either of which may be less environmentally desirable; further, they say, this is a local water issue, which the Administrator should let the regional office resolve; many suggest the project will not be built,

-2-

since DWS and the suburbs will over time be able to make the institutional adjustments to reallocate water. Regional Administrator Jim Scherer devoted considerable time to negotiating with DWS and the Army Corps a set of permit conditions that include water conservation, project review in several years (the permit would be for an unprecedented 18-year period which casts doubt on the urgency of need for the project), and other measures to mitigate adverse impacts; about \$40 million has been spent in design, analyses, reviews, lobbying, etc. by all parties. While Mr. Scherer concedes the loss of a prime ecological area, he considers the other alternatives for obtaining needed water even more environmentally undesirable. Opponents see a number of alternatives. Senator Armstrong sees the decision as affecting Colorado in the next century.

TIMEFRAME: EPA Denver Region has until Wednesday, April 12, to decide whether or not to elevate the issue to EPA Headquarters. EPA can unilaterally stop the project, even after the Corps issues the permit, by invoking veto authority under Section 404(c) of the Clean Water Act.

RISING INTEREST: Media attention is growing daily. TODAY Show will begin filming on Two Forks next week. President of the National Audubon Society is being filmed at a whooping crane reserve in Nebraska that project opponents, including Senator Exon, believe would be seriously damaged by the project.

Three major environmental group leaders (Audubon, National Wildlife Federation and Environmental Defense Fund) regard Two Forks as the worst water project in the country.

POLITICS: Western Republicans may regard Two Forks decision as precedent for Bush Administration approach to other Western water projects. Environmental interests may view it as similarly precedential and symbolic. Pressures on EPA are high.

The following is in response to your questions regarding the Social Security retirement earnings test:

1. What would raising the Social Security retirement earnings test by \$1,000 cost?

Answer: It would cost \$150 million per year.

Note: Staff understands that the Armstrong Amendment would eliminate a 6-month retroactive chargeback provision thereby offsetting the increased costs.

2. What would it cost to eliminate the retirement earnings test altogether?

Answer: It would cost \$11 billion per year.

April 4 Update

**Prediction of the trajectory of the Exxon Valdez,
Prince William Sound oil spill**

The oil spill in Prince William Sound will exit the sound through Montague Strait and will follow the coast to the west-southwest. It enters the Alaska Coastal Current, a relatively swift low salinity flow that is driven by freshwater runoff and winds. The current is usually 5-10 miles wide with surface currents of about .75 kts (plus or minus .2) at this time of year. It might best be thought of as a river running along the coast. The oil should remain in this flow in a fairly coherent manner with little spreading across the shelf. The entrance of the oil into local bays will depend on the local winds with offshore winds, of course, favoring no transport onshore. Easterly winds will accelerate the alongshore transport of the oil and will cause the oil to wash up on the exposed beaches.

The oil patch or patches should be at the mouth of Cook Inlet in 6-10 days. It will probably be a series of patches extending from Prince William Sound to Cook Inlet. Once again, the amount of oil entering the inlet will be dependent on the local winds at the time of arrival, but roughly half of the oil at the entrance will enter. The remainder will travel southward along the western shore of Kodiak Island. Here the coastal current becomes less intense and cross-shelf mixing of the oil will take place. The some unknown fraction of the oil entering Cook Inlet and on the shelf off Kodiak Island will continue down the Aleutian Island chain. Here the coastal current is not as intense but is a broad, diffuse flow filling the shelf rather than a narrow coastal flow as it is in the northern Gulf of Alaska. Some unknown percentage of the oil (whatever portion remains in the water column) should begin to go through Unimak Pass sometime in June or July.

The upper water layers of Prince William Sound region should be flushed in several weeks though the deep waters might not be flushed until fall when the deep water renewal takes place. The coastal flow increases in fall to up to 3.5 kts due to the annual precipitation cycle and this should rapidly transport the oil out of the sound to the west.

Thomas C. Royer
Institute of Marine Science
University of Alaska Fairbanks
Fairbanks, Alaska 99775-1080



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

April 14, 1989

INFORMATION

MEMORANDUM FOR THE PRESIDENT

FROM: SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION

SUBJECT: OIL SPILL CLEAN-UP EFFORT

I. SUMMARY

Attached is the Command Center Incident Memo for Friday, April 14, 1989. The skimming effort is proceeding in Prince William Sound, and the oil outside of Prince William Sound has, in large part, been broken up. Where sheen or patches of weathered oil have been found, skimming and booming efforts continue. No hatcheries appear to be in immediate danger.

II. DISCUSSION

Clean up efforts in Prince William Sound focused primarily on Knight Island (Herring Bay) and Naked Island, and 1200 barrels of oil were recovered yesterday in the skimming efforts in the sound and the Gulf of Alaska. The weathered oil is difficult to unload from the skimmers as it is much more viscous than standard pumps can handle. Heating the oil and using larger pumps are two methods under consideration for dealing with this problem.

The Soviet oil recovery vessel is expected on Monday, and is expected to significantly contribute to the effort. Of the operating skimmers, there are 12 other foreign skimmers operating in Alaskan waters from France, the United Kingdom, and Canada.

The oil concentrations outside Prince William Sound appear to have substantially broken up. The efforts with shrimp and herring nets are succeeding in dispersing the oil. Light sheens have moved into the Cook Inlet and are off Gore Point, Nuka Bay, and the Pye Islands. Small patches of weathered oil are in Nuka Bay and are being skimmed.

Attachment

cc: ✓ John Sununu
David Bates
Richard Breeden



COMMAND CENTER INCIDENT MEMO

VALDEZ - 16
14 APRIL 1989

INCIDENT: MAJOR OIL SPILL, VALDEZ, ALASKA
DATE OCCURRED: FRIDAY, 24 MARCH 1989
SOURCE: T/S EXXON VALDEZ
NATIONALITY: U.S.
SUBSTANCE: ALASKAN NORTH SLOPE CRUDE OIL
AMOUNT SPILLED: 250,000 BBLS (10.5 MILLION GALLONS)
SPECIAL FORCES: NATIONAL STRIKE FORCE
NOAA SSC
NAVY SUPSAL
PIAT
ERT
LOCATION: PRINCE WILLIAM SOUND
OSC: MSO VALDEZ

SUMMARY:

OIL POLLUTION SURVEY: LIGHT SHEENS REPORTED AROUND PERL AND ELIZABETH ISLANDS. PATCHES OF MOUSSE REPORTED AROUND CHUGACH ISLAND. VERY LIGHT SHEEN REPORTED IN LOWER COOK INLET NEAR ENGLISH BAY. PATCHES OF MOUSSE AND SHEEN REPORTED NEAR GORE PT, NUKA BAY, PYE ISLANDS, AND BIG FORT ISLAND. IN PWS, CG OVERFLIGHT SHOWS STREAKS OF OIL SHEEN AND MOUSSE APPROX. 300 TO 600 YARDS OFF THE SE CORNER OF KNIGHT ISLAND FROM MANNING ROCKS TO PT. HELEN. ADDITIONAL OIL SHEEN SIGHTED IN ELRINGTON PASSAGE AND BETWEEN PORT NELLIE JUAN AND KNIGHT ISLAND PASSAGE. NO OIL SIGHTED IN IMMEDIATE VICINITY OF THE HATCHERY.

VESSEL REFLOATED AND AT ANCHORAGE: T/V EXXON VALDEZ ANCHORED OUTSIDE BAY, NAKED ISLAND IN POSITION 60-38.0 N, 147-28.8W. A 32 FT WATER CUSHION IS IN EACH OF THE DAMAGED TANKS. SLIGHT SHEEN COMES FROM VESSEL PERIODICALLY. 14,500 FT OF SORBENT BOOM AROUND VESSEL. 4

STBD BALLAST BEING CLEANED FOR REPAIRS. THIS TANK MAY BE THE ONLY TANK THAT IS REPARABLE. VESSEL STRENGTH CONTINUES TO BE ANALYZED. THE VESSEL'S ENGINES ARE OPERATIONAL. 15,000 BBLs OF OIL HAVE BEEN MOVED FROM FOUR DAMAGED TANKS TO UNDAMAGED SLOP TANKS. APPROX. 23,600 BBLs OF WATER/OIL MIXTURE HAVE BEEN REMOVED FROM THE VESSEL. THE SLOP TANK WILL BE EMPTIED INTO A 65,000 BBL BARGE WHEN IT ARRIVES ON SCENE. INTERNAL TANK SURVEYS TO BE CONDUCTED TO DETERMINE THE EXTENT OF DAMAGE.

BOOMING: 124,500 FT OF CONTAINMENT BOOM, 108,100 FT OF ABSORBENT BOOM, AND 14,500 FT OF BOOM AROUND EXXON VALDEZ HAVE BEEN DEPLOYED. TOTAL BOOM DEPLOYED IS 247,100 FT. ADDITIONAL SKIMMER, BOOM, DRACONES, AND WASTE OIL BARGES BEING DELIVERED TO VALDEZ, ETA 15 APR 89.

SKIMMING: SKIMMING OPERATIONS RESUMED ON 11 APRIL. A TOTAL OF 38 SKIMMING SYSTEMS ARE WORKING IN PWS. SKIMMING OPERATIONS TO CONCENTRATE IN NATURAL COLLECTION AREAS OF SAW MILL BAY, PT. HELEN, PERRY PASSAGE, KNIGHT ISLAND PASSAGE, AND HERRING BAY. 21,000 BBLs HAVE BEEN RECOVERED.

BEACH CLEAN UP: EXXON HAS SUSPENDED ALL BEACH CLEAN UP ACTIVITY PENDING PRE-CLEAN UP ASSESSMENT TEAM EVALUATION IN CONJUNCTION WITH THE WORK PLAN PROPOSAL. THE DEADLINE FOR THE PROPOSED WORK PLAN IS LATER THIS AFTERNOON. THE WORK PLAN IS TO BE FORMULATED BY EXXON AND MUST ADDRESS LONG TERM BEACH CLEAN UP SUPPORT, AS WELL AS ANTICIPATED ACCOMMODATION PROBLEMS. A DEMONSTRATION OF SHORE LINE CLEAN UP TECHNIQUES WILL BE GIVEN TO THE SHORE LINE CLEAN UP COMMITTEE ON 16 APR 89. EXXON HAS PROCURED 195 WARM WATER WASHING SYSTEMS TO BE EMPLOYED IN BEACH CLEAN UP OPERATIONS.

OPERATIONS: THE COMMANDANT ARRIVED AT VALDEZ THE MORNING OF THE 13TH AND FLEW OVER THE SPILL AREA THAT AFTERNOON. THE CLEAN UP AREA HAS BEEN DIVIDED INTO FIVE SECTORS; THE AREAS NORTH, WEST, EAST AND SOUTH OF KNIGHT ISLAND, AND THE AREA OUTSIDE OF PRINCE WILLIAM SOUND. A COMMAND VESSEL WILL BE ASSIGNED TO EACH QUADRANT. A CG STRIKE TEAM MEMBER WILL BE ON BOARD EACH COMMAND VESSEL. DISPERSANT TEST CONDUCTED 13 APRIL, BUT LITTLE EFFECT WAS SEEN AND THE TEST WAS CONSIDERED UNSUCCESSFUL. OPERATIONAL BOAT WASHING STATIONS HAVE BEEN ESTABLISHED IN VALDEZ AND CORDOVA WITH ADDITIONAL STATIONS PENDING APPROVAL AND CONTRACTING IN KODIAK, HOMER, SEWARD, AND WHITTIER. SOVIET SKIMMER ETA 17-18 APR. SKIMMERS ARE BEING RELOCATED AS NEEDED.

MSO ANCHORAGE: SKIMMING OPERATIONS IN THE CAPE RESURRECTION AREA, ASSISTED BY AN EXXON CONTRACTED SPOTTER AIRCRAFT, HAVE BEEN SUCCESSFUL. 1600 GALLONS OF OIL/WATER MIXTURE COLLECTED ON 13TH. CGC MORGENTHAU COORDINATED EFFORTS OF 20 FISHING VESSELS BREAKING UP OIL NEAR NUKA BAY/PYE ISLANDS. HERRING NET OPS CONSIDERED SUCCESSFUL. MOUSSE WAS BREAKING UP AND A SHEEN RAPIDLY DEVELOPED. CGC STORIS AND CGC IRIS ENROUTE HOMER TO ASSIST IN BOOM DEPLOYMENT. NAVY SKIMMER IS OPERATING IN NUKA BAY VICINITY. TWO SKIMMERS ARE IN THE HOMER AREA. ONE NAVY SKIMMER IS IN AFOGNAK ISLAND AREA.

FACT SHEET

14 APRIL 89

OIL RECOVERED:	21,000 BBLs
EVAPORATED	78,000 BBLs
DISPERSED	12,000 BBLs
SOUND	43,000 BBLs
GULF	42,000 BBLs
BEACHES	45,000 BBLs

VESSELS OFFSHORE:

I. DEPLOYED

4	TANK BARGES, TOTAL CAPACITY	<u>177,000 BBLs</u>
1	SUPPORT BARGES (1 STANDBY)	
4	BERTHING VESSELS	
7	TUGS	
12	LANDING CRAFTS LCM	
171	OTHER VESSELS (20'-195')	
49	CDFU	

248 TOTAL DEPLOYED

BOOM:

I. DEPLOYED

124,500 FT.	CONTAINMENT
108,100 FT.	ABSORBANT
14,500 FT.	AROUND EXXON VALDEZ

247,100 FT. TOTAL DEPLOYED

14 APRIL 89
WEATHER FORECAST

PRINCE WILLIAM SOUND

WINDS: NORTH TO NORTHWEST 15-20 KNOTS
SEAS: 3 FEET
CLOUD COVER: MOSTLY CLOUDY
PRECIPITATION: CHANCE OF SHOWERS
VISIBILITY: WHITTIER MOSTLY CLOUDY 7 MILES
CORDOVA CLOUDY 10 MILES
VALDEZ CLEAR 15 MILES

GULF OF ALASKA

WINDS: EASTERLY ON THE EASTERN SIDE
NORTH TO NORTHWEST ON THE WESTERN SIDE 15-20 KNOTS
SEAS: 3 FEET
CLOUD COVER: SAME
PRECIPITATION: SAME

EXTENDED FORECAST:

FOR THE GULF AND THE SOUND, THE WEATHER WILL REMAIN CONSTANT OVER THE WEEKEND AS THE PRESENT LOW PRESSURE MOVES FROM THE GULF AND UP INTO THE SOUND, TO BE REPLACED BY ANOTHER LOW COMING FROM THE SOUTH. WINDS WILL CHANGE COMING FROM THE SOUTH OR SOUTHWEST. WINDS ARE EXPECTED TO MODERATE TO 15 KNOTS OR BELOW.



515 South Flower Street
Los Angeles, California 90071
Telephone 213 486 2533

L. M. Cook
Chairman and
Chief Executive Officer

March 30, 1989

The Honorable John Sununu
Chief of Staff
White House
Washington, D.C.

Dear John:

We are facing an extremely difficult problem in the operation of the Port of Valdez. The plan (copy attached) for port operation that was jointly submitted by ARCO, Exxon and BP has been rejected by the local Coast Guard commander. If the current lack of ship loading continues, we run a very real risk that a West Coast product supply crisis could result.

Under current operating conditions refinery runs will be cut on the West Coast and crude oil supplies allocated.

We believe that escorting by tug fully ballasted (no oil) tankers throughout the Prince William Sound is overly conservative and a waste of resources. Additionally, the requirement to escort individual ships, as opposed to group or "convoy" movement of loaded ships is, in our opinion, not necessary.

We submitted a plan to Commander McCall, the Captain of the Port, which we believe provides for the safe and reasonably conservative operation of the Port. If some comparable plan is not implemented, we believe that the Coast Guard's decision in this case may create further crises that can and should be avoided.

We realize that the President has been briefed by the Secretaries of Energy and Transportation and by the Administrator of EPA. To the extent that the briefing did not result in a decision to reopen the Port with appropriate safeguards and efficient operations, I would ask that you revisit this decision as soon as possible.

The Honorable John Sununu
Page 2

I am on the East Coast tonight and can be reached
through my office at (213) 486-2533.

Sincerely,

hcd

Lod Cook

ARCO Marine, Inc.
300 Oceangate
Long Beach, California 90802-4341
Telephone 213 590 4407

J. A. Aspland
President



March 29, 1989

Commander Steven A. McCall
U. S. Coast Guard
Captain of the Port
Valdez, Alaska

Dear Captain McCall:

In an effort to expedite the movement of crude oil from Valdez, we would like to suggest the following escort and docking plan:

1. Continue the present daylight only docking and undocking.
2. Use one 9,000 HP tug and one 7,000 HP tug for the EXXON VALDEZ lightering operation. The other 9,000 HP and 7,000 HP tugs to be assigned to escort and docking/undocking service.
3. Vessels proceeding in ballast to the Valdez terminal would not require an escort tug.
4. Loaded vessels departing Valdez could be convoyed two at a time by one 9,000 HP tug escort.
5. Whenever good weather and the situation allows, only one 9,000 HP tug would be assigned to the EXXON VALDEZ lightering operation.

When you have had an opportunity to evaluate this plan, I would like to discuss it with you. I can be reached at the above telephone number until 1800 hours, and then at the following 714-968-0788 (home).

Sincerely yours,

J. A. Aspland

AtlanticRichfieldCompany
Facsimile Transmission

Cost center

Date

3/30/89

Outgoing

Incoming

To

John Deener

To

Location

White House - Washington DC

Location

From

202/456-2397

From

L. M. Cook

Location

ARCO - Los Angeles

Location

Number of pages

4 pages with cover

Number of pages

Time

Time

☐ a.m.☐ p.m.

Comments

Comments

Operator's initials

Operator's initials

ARCO-1189-B

(8-82)

File

DIRECTOR OF MILITARY SUPPORT

PURPOSE

**TO BRIEF THE SECRETARY OF TRANSPORTATION
ON DOD ASSESSMENT RESULTS**

DIRECTOR OF MILITARY SUPPORT

ASSESSMENT TEAM MAKEUP

- °° DIRECTOR OF MILITARY SUPPORT REPRESENTATIVE
- °° ARMY CORPS OF ENGINEERS (OPERATIONS, DREDGING,
✓ CONTRACTING, ENVIRONMENTAL)
- °° ARMY SURGEON GENERAL (MEDICAL OPERATIONS AND
PREVENTIVE MEDICINE)
- °° US NAVY (AMPHIBIOUS OPERATIONS, SALVAGE)
- °° OIL SPILL TASK FORCE (TEAM CHIEF, COMMUNICATIONS,
LOGISTICS, AVIATION OPERATIONS, MEDICAL)

DIRECTOR OF MILITARY SUPPORT

ITINERARY

7 APRIL	DOD TEAM DESIGNATED
8 APRIL	TEAM DEPARTED FOR ALASKA
9 APRIL	INITIAL COORDINATION MEETING WITH ALASKAN OIL SPILL JTF
10 APRIL	OVERFLEW AREA AND VISITED USCG/EXXON COORDINATION CENTER
11-13 APRIL	VISITED VARIOUS SITES IN OIL SPILL AREA
14 APRIL	VIDEOCONFERENCE WITH SECARMY; VISITED VALDEZ
15 APRIL	VISITED VALDEZ, CORDOBA, FT RICHARDSON
16 APRIL	RETURNED TO HOME STATION

DIRECTOR OF MILITARY SUPPORT

DOD ASSESSMENT GOALS

- °° **DETERMINE OPTIMAL DOD STRATEGY FOR SUPPORT TO DOT/USCG IN OVERSIGHT OF EXXON CLEANUP OPERATIONS**
- °° **DETERMINE HOW DOD CAN BEST CONTRIBUTE TO USCG/EXXON EFFORTS**
- °° **DEVELOP INITIAL PLAN FOR EFFICIENT, FLEXIBLE OPERATIONS**

DIRECTOR OF MILITARY SUPPORT

EXXON COMMITMENT

EQUIPMENT

- °° 110 VESSELS (THE "EXXON NAVY")
- °° 18 AIRCRAFT
- °° 32 SKIMMERS
- °° PREPARING TO DEPLOY ONE SOVIET AND TWO FRENCH SKIMMERS

PERSONNEL

- °° APPROXIMATELY 1500 CONTRACT PERSONNEL
- °° EXXON EXPENDITURES ARE ABOUT \$35 MILLION;
CURRENTLY SPENDING AT LEAST \$1 MILLION PER DAY

DIRECTOR OF MILITARY SUPPORT

FEDERAL ASSISTANCE

442 US COAST GUARD

30 DEPT OF INTERIOR

20 NOAA

7 EPA

11 FAA

15 DEPT OF COMMERCE

1 DEPT OF AGRICULTURE

526

NOT REFLECTIVE OF MILITARY DOD #'S

DIRECTOR OF MILITARY SUPPORT

ARMY CORPS OF ENGINEER SUPPORT

- °° DREDGE YAQUINA ARIVES 18 APRIL *2K bbl*
- °° DREDGE ESSAYONS ARRIVES 20 APRIL *26K bbl*
- °° SELF-SUSTAINING
- °° CAPABLE OF PROVIDING FULL RANGE OF ENGINEER SERVICES
 - SKIMMING
 - HIGH PRESSURE WATER
 - SKIMMED OIL STORAGE

DIRECTOR OF MILITARY SUPPORT

USN SUPPORT

- °° 23 WATERBORNE SKIMMERS ON SITE
- °° 1 NON-SELF-PROPELLED LIVING BARGE REQUESTED
- °° 2 AMPHIBIOUS ASSAULT SHIPS FOR COMMAND AND CONTROL, FULL LIVING SERVICES, AIR TRAFFIC CONTROL, HELICOPTER TRANSPORTATION 5-1 JG¹⁷
① NEED TO GET EQUIP THERE
- °° USS JUNEAU (DEPARTS SAN DEIGO 18 APR) ② HAVE EXCON CONTINUE "PAVING AS THEY GO" RATHER THAN FEELS DOING IT.
- °° USS FT MC HENRY (DEPARTS SAN DIEGO 18 APR) ③ PUB. APPEARANCE PROBLEM -

\$125K
JAY

DIRECTOR OF MILITARY SUPPORT

US NAVY SUPPORT

20 VESSEL SKIMMERS
2 VOSS SKIMMERS
10 TOW BOATS
11 BOOM VANS (2000')
20 MOORING SYSTEMS
2 SHOP VANS
2 RIGGING VANS
2 COMMAND VANS
2 CLEANING VANS
4 INFLATABLE BOATS
1 POL PUMP SYSTEMS

DIRECTOR OF MILITARY SUPPORT

USN EQUIPMENT ABOARD SHIP

- °° **PROVIDE COMMUNICATIONS, MEDICAL, BERTHING,
AND PERSONNEL SUPPORT; BERTHING CAP 900**
- °° **TWO CH-46 HELICOPTERS WITH CREWS**
- °° **TWO LCM-8 LANDING CRAFT**
- °° **SIX LCM-6 LANDING CRAFT**
- °° **FIVE OIL STORAGE BLADDERS**
- °° **TWO SEWAGE CONTAINMENT BARGES**
- °° **ONE TAC AIR CONTROL DETACHMENT**

DIRECTOR OF MILITARY SUPPORT

USAF FLIGHT SUPPORT

C5 SORTIES	15
C141 SORTIES	3
C130 SORTIES	4

CARGO TONS FLOWN	1010
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HOURS FLOWN	145
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DIRECTOR OF MILITARY SUPPORT

NATIONAL GUARD SUPPORT

EQUIPMENT

2 HELICOPTERS
1 FIXED WING AIRCRAFT
1 1200 GAL FUEL TANKER
1 15 T WRECKER
7 TRUCKS
1 WATER TRAILER
2 9 PASSENGER VAN
1 SEDAN
5 RADIO
1 COMPUTER SYSTEM

PERSONNEL

22 ARMY GUARD
12 AIR GUARD
34

DIRECTOR OF MILITARY SUPPORT

ASSESSMENT TEAM RECOMMENDATIONS

- °° CONTINUE SUPPORTING USCG REQUESTS
- °° PROVIDE LOGISTICAL SUPPORT AND COMMAND AND CONTROL IN OIL SPILL AREA
- °° PROVIDE FORCE WITH FLEXIBILITY TO SUSTAIN OPERATIONS IN SEVERAL LOCATIONS
- °° SUPPLEMENT SKIMMING OPERATIONS

DIRECTOR OF MILITARY SUPPORT

ASSESSMENT TEAM RECOMMENDATIONS **(CONTINUED)**

- °° **MOVE CLEANUP FORCE TO SITES BY SHIP AND AIR**
- °° **PROVIDE CONTRACT SERVICES**
- °° **PREPARE TO EXPAND BASED ON MOVEMENT OF SPILL**
- °° **BE PREPARED TO SUPPORT UNTIL 1 OCTOBER 1989**