

17 March 1993

TO: Dan Lawn
FROM: Walt Parker
SUBJECT: Chronology of Events on Tanker Regulations

- 1969 Prudhoe owners announce they will build a buried pipeline to tidewater. Humble Oil does Manhattan project through Northwest Passage. (Virg Keith is Coast Guard observer on Manhattan's first voyage). Wally Hickel, then Sec. of Interior, announces tankers unsafe way to transport oil and he is backing pipeline through Alaska, forgetting oil must proceed by tanker to U.S. or other market.
- 1970 Interior requires EIS on pipeline. Above/below ground debate begins to peak. Trans-Canada line offered as alternative.
- 1971 Walt Parker does analysis of Canadian vs. All Alaska route, in his position as Transportation Planning Officer for the Federal Field Committee for Development Planning in Alaska. Hammond and Bob Palmer support briefly in the Alaska Senate. Parker's position that all land route is safest, due to no tankers, and is in the national interest because it gets the oil to the middle west and northeast areas that need it most. State government, legislature and Hickel oppose, as does congressional delegation. Support from some members of Congress. EIS battle continues. Parker testifies in favor on Canadian route as most environmentally safe. First analysis of tanker dangers in this testimony.
- 1973 TAPS Act passed to enable pipeline to avoid NEPA. Tie vote in Senate. Spiro Agnew casts deciding vote. Rogers Morton says tankers will be double bottomed to get necessary votes for TAPS.
- 1974 Haul road construction and pipeline design review begin. State Pipeline Coordinators office formed. Gov. Egan asks Parker to be Environmental Consultant for the state on the pipeline. Chuck Champrion, State Pipeline Coordinator, hires Parker as Director of Technical Staff. Technical staff begins review of tanker operations and discovers Coast Guard plans to do nothing special for Valdez and that double bottoms will not be required. December 1974 Parker joins Hammond Administration as Commissioner of Highways to form Alaska DOT.

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- 1975 Parker gets permission of Hammond to form Tanker Task Force to develop state position on tanker traffic from Valdez to West Coast. Champion & Ernest Mueller, Commissioner of DEC, as other members. Dennis Dooley is principal staffer. Parker is chairman and sends Dooley to meet with other West Coast governors to determine whether a joint position should be developed. They are agreeable and Pacific Oil and Ports Group is formed with Alaska, Washington, Oregon, California, Idaho and Hawaii. Meetings are held every six weeks. Virgil Keith and Joe Porrecelli of ECO are hired in June to provide tanker expertise. First joint position sent to Ford Administration in November. It requests segregated ballast (double bottoms), inert gas systems, Loran C receivers (with the capability to retransmit positions) collision avoidance systems, and lateral thrusters. (Letter to CG Commandant Siler 11/10/75 from Gov. Hammond.). This letter was followed up with a visit to Sec. of Transportation Coleman by Hammond and Parker later in the month. Siler's reply to Hammond was no on double bottoms and lateral thrusters, Ok on the rest of it. Lateral thrusters besides greater maneuverability would have been a backup for power outages.
- 1976 Alaska passes SB406 setting up requirements for tankers operating into Alaska ports. Croft is prime sponsor. Parker and Dooley provide support. Parker moves to Chairman of Federal/State Land Use Planning Commission in March. (Stays involved in tankers.) SB406 requires: LORAN-c, CAS, two radars, tug escorts or lateral thrusters or redundant power. It provides incentives to risk reduction by requiring payment to a Coastal Protection Fund. The fund to be used for spill response and prevention and regulation of tanker operations. Risk charges were reduced for those providing the above, plus inert gas and double bottoms. (Some tankers were built in response to this Act.) June 22, 1976, letter to Coast Guard asking for double bottoms on tankers above 40,000 DWT signed by Hammond, Straub of Oregon and Evans of Washington. First letter ever sent on a position signed by three governors. Jerry Brown sent same letter but would not sign with others. November 1976, Parker briefs Carter transition team on tanker issue.
- 1977 Carter forms task force in January chaired by Sec. of Trans, Brock Adams and Director of OMB Bert Lance to develop tanker position. Ultimately develop position taken to MARPOL 78 as double bottoms but did not succeed. Parker and Keith attend MARPOL 78 but not on U.S. delegation but as NGO (FOE) reps.

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- 1977 Parker and Champion testify several times before Congress on tanker issue continuing thrust towards double bottoms and requesting U.S. to proceed unilaterally. Carter decides to go to IMS first on advice of Secretary of State Cyrus Vance and CG Commandant Jack Hayes.
- 1978 U.S. fails at MARPOL 78. Double bottom initiative stalls out as Bert Lance leaves under a cloud and Adams is fired. Congress loses interest when President does.
- 1979 SB406 largely wiped out in court loss (Chevron vs. Hammond, see Alison Reesor Paper). Legislature removes rest of state authority in 1980 & 1981 led by Ed Dankworth and oil supported legislators.
- 1981 Frank Turpin wipes out independent response force. Pilot station pulled back to Rocky Point. (?)
- 1984 CG eliminates simulator use in pilotage requirements.
- 1989 Exxon Valdez.
June Oil Spill Commission formed, Parker chair.
- 1990 Jan. Spill Commission issues report requiring double hulls, etc.
August Congress passes OPA90 incorporating almost all of Commission recommendations. May
Legislature passes 566, 567, 578 incorporating almost all recommendations.
- 1993 ???????????????

(Addendum go 1975)

Alaska position taken directly to President Ford by his Environmental Advisor Jim Whittaker and Betty Willard of the Council on Environmental Quality. Betty came to our show down meetings with the CG in Juneau in the fall of 1976 and was on our side.

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Par. 4: Why is "Exxon Valdez" in quotes? I'd underline it or put it in caps, but whatever you do, you must be consistent.

Page 12:

Par. 1: close space at final period.

Par. 2, line 1: "One of the major components that makes your system work better is"

Par. 2 line 3: "oil industry. Additionally, your local environmental voices along with"

Par. 2, line 5: Delete sentence: "All of which"

Page 13:

Footnotes 19, 20 and 21 need to be combined into one or put at separate places in the text; and they need pages.

Last paragraph, line 3: "have" should be "has"

Last paragraph: your sarcasm is confusing (if it is "exorbitant," then they are justified); just say what you mean. Moreover, it's not clear where this one-twentieth came from after the Exxon Valdez. Isn't it \$0.05/bbl., or one-eighth penny per gallon, not one twentieth?

Page 14:

Why do you shift gears and start beseeching people at the end? Tone it down: "In my mind, the key difference between your experience in the Shetlands and ours in Valdez is the degree of local control. In conclusion, let me offer this recommendation. Whatever else you do, do not give up any local control. Rather, you should support your local officials in their attempt to keep local control and TRY TO GET MORE!"

Final paragraph: [typos] "today. I hope we can continue discussion of these issues in the workshops."

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Page 6

Can you cite page for footnotes 8 and 9?

Page 7

Last paragraph needs a footnote identifying bill or chapter and effective date

Page 8

Second paragraph, second to last line: "body. In the face of international opposition, the double bottom issue was dropped."

Third paragraph, last sentence: "... a herculean effort completed the initial construction and oil reached Valdez in July of 1977."

Page 9

Par. 2, line 3: "and tankers. These . . ." [space]

Par. 4, line 6: delete: "and some other key issues"

Par. 4, line 9: "system and a good deal. . . ." [delete: in other words]

Par. 4, line 11: "were lost, so were. . . ." [insert comma]

Page 10

Par. 2, line 4: "became self regulating. The distant . . . saw; after all. . ." [punctuation]

Par. 3, lines 1 and 2: "... Alaska, whose head officials . . . from Valdez, could not see. . . ."

Par. 3, lines 4 - 10: "There were only few lonely cries for help from concerned citizens, low ranking state officials and . . . attention. They were not heard. After all, had not the industry committed . . . world? Critical voices could not be heard. . . ."

Par. 4: "... into everyone's pockets. In the State of Alaska, new schools . . . and other infrastructure were being built. But there was not . . ."

Footnote 14: Deakin [delete "s"]

[also: remove commas from before parentheses in this and other footnotes]

Page 11

Line 4: "... TAPS. Those . . . trust, nor . . ."

Line 7: "TAPS a tax . . ." [delete comma]

Footnotes 16-17: [The information I relayed to you is covered in the report. Combine these notes into one footnote. ~~Place footnotes at the end of the~~ ~~paragraph,~~ replacing note 17 with the citation from 16, with this addition: After November 1992, cite pages: "pp. 43, 52."]