

**Spill Response Planning to Address New Maritime Risks; Phase-1**      **FY2020 Request: \$200,000**  
**Reference No: 62494**

**AP/AL:** Appropriation      **Project Type:** Life / Health / Safety

**Category:** Health/Human Services

**Location:** Statewide

**House District:** Statewide (HD 1-40)

**Impact House District:** Statewide (HD 1-40)

**Contact:** Olivia Napoli-Fultz

**Estimated Project Dates:** 07/01/2019 - 06/30/2024      **Contact Phone:** (907)465-5270

**Brief Summary and Statement of Need:**

The Department of Environmental Conservation requests funding to conduct local spill response planning in partnership with Alaskan communities that are affected by emerging marine transportation risks in the Northern Pacific Great Circle Route.

<b>Funding:</b>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>Total</u>
1052 Oil/Haz Fd	\$200,000						\$200,000
<b>Total:</b>	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Prior Funding History / Additional Information:**

**Project Description/Justification:**

Alaska is particularly exposed to vessels transiting near our shores between the Western U.S, Canada, and Asia. The vessels that pose the greatest risk include oil tankers, large cargo ships, and a variety of smaller vessels transporting fuel to remote communities. Vessels that do not come from or go to a U.S port are considered to be in innocent passage while in U.S waters; this means that the vessels are not required to comply with any U.S maritime laws.

As Canada continues to expand its western ports, the risks to Alaska are increasing. Of particular concern is the addition of a second pipeline that will deliver oil from interior Canada to Prince Rupert. This will increase oil tanker traffic going through Alaskan waters sevenfold. Many parts of the Great Circle Route lack even minimal response assets.

Many stakeholders have asked the State of Alaska to address this issue. As a result, the Department of Environmental Conservation (Department) needs to develop a strategy to mitigate these risks and communicate potential solutions to federal and international partners. The strategy would include several components:

- Component One – Review the risk assessment conducted for the Aleutian Islands and the Alternative Planning Criteria currently utilized by the U.S Coast Guard to identify where gaps remain that put Alaska in jeopardy.
- Component Two – Work with our Canadian counterparts to evaluate the risks faced by Southeast Alaska and Western Canada. This work would occur under the existing umbrella of the Memorandum of Understanding currently in place and consider proposals Alaska and British Columbia can initiate to minimize the risks both countries are experiencing from vessels in innocent passage.
- Component Three – Government area planning with local communities for spill response. The U.S Coast Guard, the Environmental Protection Agency (EPA), and the State have launched a major restructuring effort for local spill response planning.

The Department is requesting funds to provide the needed contractual support to launch the first phase of these area plans.

This project will evaluate and address the risk to Alaskans of emerging transportation risks in the Northern Pacific Great Circle Route. While this capital request does not anticipate revenue generation, both understanding the scope of the risk and determining a strategy to mitigate the risk are needed to protect human health and the environment.