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Mr. Andruig is discussing the Alaska Department of Health and Welfare. He says the department is fortunate to occupy the position of a strong team leader in the field of environmental protection. Whether dealing with problems of the arctic slope or southeastern Alaska, the department is able to call upon scientists from various state and federal departments. The state's legal right to abate and prevent pollution is set forth in the Federal Water Pollution Control Act of 1956. This legislation states congressional intent to charge the government with the primary responsibility of state pollution prevention. Various parts of the act are discussed and delved into. Several months ago, an internationally known consulting engineer was retained by one of the principal firms operating on the North Slope. He discussed his proposals with department personnel, developed preliminary designs, modified the designs, and ultimately gained approval for his clients' camp which is now under construction. In the review of planning for major industrial projects such as the new pulp mill in southeastern Alaska and the new refinery to be built on the Kenai Peninsula and Fairbanks area, the Federal Water Pollution Control Administration has made available experts of its Portland regional offices to assist the state in ultimate design and provide quality water standards. In mid-September, representative of FWPCA the Federal Water and Pollution Control Administration will participate in another meeting with official of an oil producer planning a refinery in the Fairbanks area. In mid-1968, the governor of Alaska, seeing a need for coordinate approach to oil pollution surveillance, appointed an oil pollution task force and recognizing the department of health and welfare, appointed the commissioner of health and welfare as chairman. In addition, representatives from the state departments of Natural Resource and Fish and Game, the Bureau of Commercial Fisheries, the Bureau of Commercial Fisheries, the BLM, the Bureau of Sport Fisheries and Wildlife, the Alaska Water Laboratory, the US Army Engineer District, the US Coast Guard participated in the development of oil contingency plan to combat oil spills. There has also been an education program to bring about a better understanding of official and employees for preventing the loss of oil from any system. The Attorney General filed suit against on industry and a city government to assure compliance with Alaska statutes. As part of this control effort, the legislature in 1968 greatly strengthened the water pollution control law by imposing substantially heavier fines for pollution due to negligence. For well over a year, the federal water pollution control administration has stationed a biologist and more recently a sanitary engineer in Anchorage to assist the state by monitoring oil pollution in Cook Inlet by conducting surveillance and reporting pollution to the office of the commissioner. 70 sites were visited where oil prospecting is in progress to inspect living condition and health situations. These reports will form the basis for state enforcement actions to require camp operators to meet conditions set forth in administrative code. The

Commissioner of Health and Welfare has assigned a long time arctic environmental engineering staff member, Mr. Amos J. Alter, to direct a comprehensive attack on this part of Alaska. Mr. Alter has worked and lived in Alaska for 25 years. Andruig would like to stress that big industry has been fully cooperative with state requirements once they understand them and once it is ensured that state will enforce standards equitably. The recent retention by us plywood champion paper of a blue ribbon panel of environmental scientists to evaluate the impact of champions new integrate pulp and plywood mill of southeast Alaska is one indication that champion wants to protect the Alaskan environment. The Alaska administrative code is discussed. Mr. Andruig goes in depth discussing garbage disposal in the North Slope. Incineration of waste is a topic. His statement is designated as exhibit number 4.

The next witness is Commissioner Harold D. Stranberg, Department of Public Works, State of Alaska, at 13:08 of the recording. He says his department is responsible for practically all state construction with exception to projects under the jurisdiction of the Alaska Department of State Highways. He wants to outline briefly the construction and environmental control requirements that each division of the department of public works place on its contractors. Four divisions of the department of public works includes: the division of aviation, the division of buildings, the division of water and harbors, and the division of marine transportation. Each division is broken down and explained further by Mr. Stranberg. He discusses the caution taken to make sure salmon spawn springs are not adversely affected by the construction activities. In timbered areas, contractors are required to leave cleared areas clean. Waste piles are located not within public view to the best of their abilities. In some cases roads are designed and intended to also serve as firebreaks. Special attention is given to preserving anthropological and archaeological sites such as the old village of Barrow and site at Rangel. Precautions are taken to ensure that rerouted draining interrupted by either physical or temporary construction activities does not cause flood damage to adjacent lands. In clearing land necessary for airport development inclusion of safe approaches is necessary but airplane engineers are precautionous not to over clear. There is an active program to have municipal sewers extended to serve our airports in order to provide facilities with the best disposal operation available. Airports maintenance efforts also assist in helping environmental problems whenever possible. The building division is also mentioned and explained. DPW requires contractors not to disturb the tundra and do everything possible to retain the natural state. This often results in having buildings constructed on piling. We also require closely controlled working areas confined in sites for storage materials and limited access to work areas around. The good housekeeping is done in order to make sure that the tundra is relatable to its original form. There is a stipulation that the entire tundra area be clear of rubbish upon completion of the work. Tundra that has been moved is replaced with gravel to add stability. All plans are reviewed by the fire marshal and the Department of Health and Welfare. During the construction, the Department of Public Works' small installation provides water and sewage facilities by drilling wells and installing septic tanks in conjunction with leech pits or drain fields. A six inch diameter taste well produces 3 gallons of water a minute. Size of the water and sewage system depends on the length of time the site is occupied. A sewage treatment plant may be required depending of the size of the site. Body waste is disposed of in a gas fire combustion toilet or chemical toilet. The chemical toilet requires waste to a leeching pit or a man-made lagoon. The Division of Water and Harbors is responsible for construction of all harbor facilities constructed and operated by the state. We've cooperate with the US Corps of Engineers and the Department of the Interior in this

program. Projects funded by the Department of the Interior through its Bureau of Outdoor Funding program must meet the requirements by that program. A copy of these stipulations is provided in the material provided. The same general conditions are outlined in the Division of Aviation and Buildings. The Division of Marine Transportation is discussed. The DMT is not involved in the pipeline project but he thought it might be beneficial to include their plans to combat pollution. Vessels of the Alaska Marine Highway System are discussed. He says the state ferry system recognized the problems of pollution. The process of lubricating oil to heavy crude oil in order to prevent pollution is discussed. Hydraulic compacting machines are discussed. Waste disposal along Alaska highways is also discussed. Scenic attractions is one of the main reasons people visit Alaska and it is difficult to sell scenery to a polluted environment. His statement and written attachments are marked as exhibit number 5.

The next witness is introduced at 27:00 of the recording, [Hezden] H.D. Skoogal, Deputy Commissioner of the state of Alaska Department of Highways. He has been an Alaskan all of his adult life. He spent eight years involved in arctic construction, logistics, and exploration. He has been associated with the construction industry for 32 years. The subjects discussed concern a pioneering effort in the state of Alaska which has no equal. There is a core of Alaskans which includes 88 registered engineers, former university professors, and approximately 1200 administrators, scientists, equipment operators, and mechanics throughout the state. The Department of Highways has sponsored the Department of Engineer Corps. The speaker was associated with a firm that in 1946 managed the first arctic laboratory in Point Barrow under Johns Hopkins University and now administered by the University of Alaska. The people he is discussing built the Hicel Highway. His people were involved in the International Geophysical year of 1956 during which the submarine USS Squalus made the trip under the arctic ice to Europe. The men are qualified in the land and are cautious. In the early years of Alaska, relatively few roads were built in the territory. He says he is experienced and qualified in building roads above the Arctic Circle. His geologists and engineers have worked in cooperation with the Coastal Geological Survey. The Department of Highways is concerned with the preventing of erosion in the situation such as the earthquake of 1964. He says the Department of Highways is willing to work with many state departments. He would like to suggest a field inspection of one of the highways recently completed in the heart of a local conservation area. In depth inspection of the Ballaine Road will demonstrate that the Department of Highways knows how to protect the environment and preserve it for public concern. The construction he is talking about was done in extreme adverse conditions. He doesn't think there will any doubt that the Department of Highways does have the expertise to preserve the habitat of the wildlife while developing Alaska's surface transportation. If you travel the highways you will notice that the roads are built to federal standards. He says the Department of the Highways is not concerned with just building roads. He says the department is submitting a copy of the construction manual of the state of Alaska which explains in great depth the construction procedures and requirements. Evidence should demonstrate that the state of Alaska is ready, willing, qualified, and capable of managing of the use of natural resources in the state. The written statement is presented as exhibit 6 and the construction manual is marked as exhibit 7. The Undersecretary says he made two of three notes during the course of the state presentation. First, he thinks the state representatives have made a very fine presentation of the work that the state agencies have done and will do in the field of resource management. The Department of the Interior has no argument with the state's ability to manage the environment. He

thinks the state should have full authority over environmental management. For example, where it was possible to lift the land freeze for that 53 mile road stretch from Livengood to the Yukon, the federal government did so and in doing so attached no stipulations whatsoever for the grant of the authority of the state and trusted that adequate environmental safeguards would be imposed. The great bulk of the land involved in the 800 mile pipeline application is not state controlled land at the present time. For the state to acquire jurisdiction over that land it would have to select it and such selection is bawd while the president's land freeze is in effect except when permission can be acquired from the committees in Congress. Whether the job is by the state or federal government, the nature of the problems remains the same. If the problem of thermal destruction of the permafrost has not been solved, it will not be solved simply by moving the problem from one government entity to another one. The real delays in acting on the pipeline application are due to the fact that there are not answers to all such critical problems. Again he would say that the answers cannot be found simply by moving authority from one government to another. On the matter of permafrost he hoped to make a comment in the opening statement and Dr. Pecora was giving notes. He wants to mention the survey has had more than 20 years of field experience in analyzing engineering geology characteristics of permafrost terrain. This experience has led the survey to conclude that degradation of permafrost induced by a major pipeline would have major consequences for the construction and maintenance. Some of the factors included subsidence and compaction, erosion on slopes, frost heave effects, and buoyant potential, access road maintenance, all of which will endanger the success of the primary mission and destroy the integrity of the structure. A computation was made by the survey and completed within the last two days. He saw it with Dr. Pecora on the way to Fairbanks the previous day. The survey estimates that over a span of 1-20 years, the depth of melting from the pipeline will range from 24 feet in one year to 40-50 feet in 20 years. Lateral melting is equally substantial. Dr. Pecora says the analysis was based on the input factors provided by the engineering characteristics provided by the pipeline structure and referred to computer analysis in order to develop the procedural relationship in analyzing results. He says there was a meeting with the North Commission in anchorage and the question was asked by TAPS if a computer analysis had happened and it was in process. Pecora says his analysis is conservative but he would like to match other analysis. The experience from the Russian construction of pipelines was also discussed at the North Commission meetings. He says he is concerned because their major conclusion is not to put any hotline below the surface below the tundra to interrupt the thermal regime of the permafrost. Our major concern is to engineer against the difficulties to make the mission a successful one. Dr. Glasgow comments that he is proud to come from the greatest oil producing state in the country, Louisiana. He has worked with pipeline companies in the marsh and there were problems. The oil industry did an excellent job in handling the problems and he is sure the same thing will be true in Alaska. Like all populations of people there must be some enforcement of the regulations which are laid down. He wants an elaboration on how the enforcement or compliance might be secured if the state were to assume responsibilities. H.D. Skoogal says he would like to take a break before answering the question. Dr. Pecora comments that for the record he has had conversations with counterparts from the UAF and his remarks addressed to TAPS as an organization were not made to exclude them from discussion but merely to emphasize the point that here is a common problem that we all have to put our best brains upon it.

A 15 minute recess is taken at 49:00 of the recording. The recording begins again at 49:05. A man tells the Secretary that he would like to call upon the Attorney General for the state of Alaska, Mr. G Kent Edwards to answer Dr. Glasgow's questions. He says in response to Dr. Glasgow's question he thinks it would be best to approach it in this manner. He believes the testimony of the state has indicated the large body of law that the state has to work with and to apply in the type of operation that Alaska would be concerned with during the pipeline construction and operation. Alaska has worked within that particular body of law. He thinks one of the examples given or the phrase referred to quite often is the team approach, the fact that there is a lot of overlap in this type of project of this magnitude and it would seem to him that in any case if there is a violation or a failure to regard a particular type of requirement that the particular agency who has initiated the responsibility in that area would be the initial agency to bring the violation to the attention to the particular contractor. When dealing with remoteness it will be necessary to have the various inspection teams present. There will be a member from various departments present to make sure compliances are being made. Dr. Glasgow wonders what the capability of the people would be considering all the manpower that is necessary in the project. Edwards says that whatever needs are necessary the needed personnel will be there. He says the states capabilities will be adequate to provide and make sure everything is enforced. A man says that roughly about 130 full time personnel would be required in working with the pipeline construction alone. This would indicate the need for considerable existence to the existing personnel and also considerable monies. Edwards says he is not familiar with personnel estimates.

The next witness is R.G. Delaney, Chairman of the TransAlaska Pipeline System, at 55:42 of the recording. R.G. Delaney serves as Chairman of the Management Committee of the TAPS. TAPS is a project of the Atlantic Pipeline Company, British Petroleum Pipeline Corporation, and the Humble Pipeline Company. He would like to introduce some of his colleagues. Mr. P.H. Hunter of Humble Pipeline Company, Mr. E.W. Welbaum of BP Pipeline Corporation who are colleagues on the management committee and Mr. George Hughes, Project Manager and David Henderson, Resident Manager in Alaska. To conform to the time limitation they have prepared a number of exhibits which they wish to have included in the record of the proceeding. He should identify the nature of the exhibits as they move along. The choice is not between the pipeline and the preservation of the Alaska ecology. From the outset the policy has been to design the structure and provide an operational control system which will cause the least disturbance to the environment. In the Alaskan environment, good ecology and engineering practices are synonymous. The possibility of a pipeline from the North Slope to the south coast was first evaluated as early as 1963. This was prior to the initiation of the exploratory drilling program that resulted in the Prudhoe Bay discovery. More comprehensive studies were initiated by the Atlantic and Humble Pipeline Companies. A pipeline system for supplying the North Slope crude to the west coast was again examined as well as alternate routes. One alternate was a tanker route through the Northwest Passage. The tanker SS Manhattan is now underway to test the route. The recording ends.