

DEPARTMENT OF
TRANSPORTATION
COAST GUARD
2014 JUN 15 A 9 41

Rear Admiral Daniel B. Abel
Commander, 17th Coast Guard District
United States Coast Guard
c/o Docket Management Facility (M-30)
U.S. Department of Transportation
West Building Ground Floor
Room W12-140
1200 New Jersey Avenue SE
Washington, D.C. 20590-0001

202-493-2251, Fax

Ref: USCG-2014-0414; Cook Inlet RCAC Recertification

Ref: docket number USCG-2014-0414

Docket Management Facility (M-30),
U.S. Department of Transportation,
West Building Ground Floor, Room W12-140,
1200 New Jersey Avenue SE., Washington, DC 20590-0001

From: Carla K Stanley, Board of Directors, Homer, Alaska Representative
40891 Morning Star Road
Homer, Alaska, 99603
Cook Inlet Regional Citizens Advisory Council,

I would like to support the recertification of Cook Inlet RCAC by the U.S. Coast Guard.

I have been a member of the board for about 8 years, and have found it a very rewarding experience. I believe the accomplishments to be exceptional considering the variety of interests represented on the Council.

Looking over the list of things we have accomplished to help protect the natural resources of this amazing place, some things stand out. All are important, but there are some that I feel happened only because of the support and motivation of CIRCAC staff and board of directors after long discussions, presentations, and evaluations. These are the ones that are particularly important and stand out to me:

- The ice-camera in Cook Inlet is there primarily because Vinnie Catalano believed in the need and worked tirelessly to get funding; and then was able to get support from various partners in the inlet to find locations that allow NOAA and the tanker operators to have real-time imagery

of the hazardous ice wind, and tide conditions in the upper Cook Inlet. Regulations for travel in winter ice conditions have been altered to satisfy the visual hazards seen by a knowledgeable NOAA technician.

- Shore zone imagery and mapping provide internet access for anyone to see the shoreline at low tide in the Cook Inlet Basin and downstream and see what resources are there which may be at risk in an oil spill as well as whether there are safe harbors and other needed information. Not only are the still photos gorgeous, the videos are useful to responders when planning for responses to accidents, groundings, and spills. I believe they are included in the Geographic Response Strategies.
- The construction and arrival in Cook Inlet of the state-of-the-art Tug by Tesoro to help guide and protect oil tankers as they maneuver through Cook Inlet's treacherous conditions. This tug was built to handle high currents and tides, freezing temperatures and thick ice. It is a tug operator's dream come true. The Council has advocated for this almost since its inception.
- Discussions and recommendations for safe harbor for disabled vessels
- Risk Assessment for Cook Inlet was very badly needed and is nearly complete
- Development of Geographic Response Strategies that are practiced and can be smoothly implemented in the incidence of an oil spill or similar hazard.

I am happy to be on the board of Directors, and believe that Citizen's advisory councils such as CIRCAC, bring to the table all the concerns and expertise of a wide and diverse cross-section of people who live, work and recreate in a given area, in this case Cook Inlet, Alaska.

With the goal of having for the long-term, a safe, clean and healthy environment while doing our best to insure that the transportation and extraction of petroleum resources is conducted in a professional, considerate, and transparent way; our RCAC must be able to continue to provide educated and rational support so that work will be done well.

Thank you for this consideration,

Carla Stanley