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Mr. Swift is discussing the amount of unevenness in the treatment of the various facets of the pipeline construction. He thinks one of the weaknesses is in the details in the engineering of the pipeline. One of his main concerns is the effects of several natural environmental hazards along the integrity of the pipeline. According to a map from the University of Alaska, the pipeline must cross 14 or 15 faults. Some of the faults are active. At times during an earthquake, a fault may slip some tens of feet. He asks if the welds and the joints can withstand the stresses of moving faults. He says he has posed the questions to TAPS and has been assured TAPS knows what they are doing. He says he would like to see some assurance from other independent individuals. People who are equally as qualified but independent from them. What he has gathered from the stipulations has not indicated that there are independent personnel on the project. One of the big concerns about the integrity of the pipeline is that the pipeline holds a half million gallons of oil per mile. The pipeline will be running many miles up and down grades as it crosses the Brooks Range, the Alaska Range, or the Chugach Range so there is potential of spills on 10's of millions of gallons if a major break should occur. Such a spill would make Santa Barbara look like spilled milk. He says he would like to see some insurance from the task force that the integrity of the pipeline will be protected and the level of risk be reduced to an acceptable level. It can be argued that the TAPS has a very vital interest in the integrity of the pipeline and this is true but what may be an economic level of safety may not be an adequate level of safety for the public. He thinks what the people need is somebody who is sufficiently aware of engineering so the public is aware of an adequate level of protection of its interest. Finally he would like to comment on the issue of state versus federal control of the pipeline right away. He is representing the interest of Alaskan citizens. The Alaskan Conservation Society is an Alaskan based organization; there are no voting members outside of Alaska. He does not think it will be disputed if the federal government puts more effort forward of protecting the environment. One can see between the difference of damage done on state and federal lands that much better housekeeping is done on federal lands. The federal government began at a very early date to perform its task force to begin the problems of the pipeline where as this morning the state had formed its task force only a couple weeks ago. He says he talked to an official of the State Division of Lands months ago and he wasn't aware of any activity that the state was doing. The official said perhaps what the state would do is just accept the department of the interior's stipulations. The state maintains that it will look after the environment and they have as much concern for the environment as anyone else. He says if this were true, the Hickel Highway would have never been built. It now appears that the governor wants to select all the land along the pipeline route. He believes such a move is irresponsible. He believes the governor's administration does not possess a talent or will to

properly oversee the development of a pipeline. He speaks for a group of Alaska citizens who sincerely appreciate the presence and guidance of the federal government in this time of crisis. He thanks the panel.

At 8:10 W.B. Parker is called upon. W.B. Parker is from Anchorage, Alaska. Mr. Parkers says that at the closing of his presentation he would like to read a letter from Marie Lundstrom of Anchorage who is not able to be present. He states his name as Walter Parker. He lives at 372 4 Cambhora [?] Strip Road in Anchorage. He is a transportation systems planner. He has been a citizen of Alaska for the past 23 years and has resided in Alaska for all but two of those years. He has traveled through all the areas proposed for the pipeline several times. He observed the Pet 4 Project for the first two years, the DEW Line construction, and Prudhoe from its infancy. He was very fond of the high arctic as it existed once. He regrets its passing and there is no way of calling it back. There are two issues when discussing the pipeline. One is developing the engineering and ecological concepts for the construction of a successful pipeline and the other is enforcing those concepts. The second point was made very well by Dr. Glasgow this morning. He has no doubt that successful strategies can be developed to overcome problems involved such as permafrost, rock slides, faulting. Opinions can vary as to the planning to avoid problems. He says for the pipeline project there must be constant surveillance by enforcement personnel. He agrees with Secretary Train that 130 men is a minimum figure for field surveillance. He doesn't believe the state can muster a force of that size at this time without almost complete derogation of existing projects. If there is an effort to hire additional personnel then there is a second problem that arises. Experienced arctic and cold climate specialists are not in abundant supply and they are not easily trained. The oil industry has already hired many of the most prestigious and most experienced men. The University of Alaska is having a difficult time finding experience personnel for all of the projects being presented to it. Especially arctic ecologists for a caliber needed for supervision are not easily available. He firmly desires that no permit should be granted until the necessary regulatory machinery is established and adequately staffed. The project should be delayed until the regulatory personnel can be secured. Another aspect that arises is a complete lack of life support systems not associated with the oil industry north of the Brooks Range. The only possibilities he knows at present are at Saguan [?] and Barrow. All others are either military or belong to the oil industry. This is another reason why the pollution and litter referred to by State Senator Palmer [?] and others at the 20<sup>th</sup> science conference exists and continue to occur. If a major mistake is made in pipeline construction both government and industry should have a hand in making that mistake. Finally, there have been many illusions made for the construction of the pipeline in the shortest possible time. The spring of 1972 is a goal if possible. The industry has presented no economic summaries which conclude the necessity of spring 1972. With present policy of the department of the interior has his complete endorsement he would regret it very much if the policy was changed to accommodate time schedule of unproven validity. In closing he would like to second Mr. Hickock's comments on the transportation corridor. Transportation should be based on need and system analysis of alternative methods and not on slogans.

At 15:00 Mr. Parker begins to read a letter from Marie Lundstrom of Anchorage. The letter states she is opposed to the immediate construction of the pipeline. She does not approve of hasty construction will improve life for Alaskans. Building something of that magnitude cannot be undone so it must be done

right. A realistic estimate of total cost should be researched. She mentions the Hickel Highway as an example of a project gone awry. Mr. Parker's exhibit is listed as number 38. The statement of Mrs. Lundstrom is exhibit number 39.

Mesh says in the interest of everyone involved he is going to read the list of people who would like to testify in the order in which they will be called. Barbara Blinkley [?], Vivian Mendenhall, Ralph Sanders, Victor Reventlow, Dr. John Cook, Jim Dalton, Don Hopkins, Charles Edwardson Jr., Rick Gordon, Walter Parker, Steven Reeve, Ronald Andersen, George Gilson, John Miller, Dr. Ronald Smith, Marie Lundstrom, Hans Van der Laan, Lawrence R. Mayo, Charles Herbert, William W. Mitchell, John Clark, David Klein, Gordon Wright, Terry Worrell, Conrad Frank, John Carlson, John Chelsea, Olof Hadgelford [?], George Silluds [?], Peggy Wayburn, Charles E. Belke [?]. He says they are planning to recess at 5:30 pm and start again at 7:30 pm. He says the people might consider if any of the parties can reach agreement to switch names on the list if it would be more convenient for witnesses to testify tonight rather than tomorrow. The next witness is Barbara Winkley from Anchorage, Alaska.

Mrs. Winkley begins her testimony at 21:45 of the recording. Mrs. Winkley is an Alaskan resident through choice. She has been living in Anchorage for two and a half years and has traveled extensively through the state, a lot of it through foot. She recommends that the actual construction of the pipeline be postponed so all of the factors involved can be investigated further. Dr. Max Brewer made the point clear earlier by explaining the importance of longer study on permafrost in various areas. No amount of revenue is justified if Alaska is to experience past performances in opening up new territories and wilderness to development. This is an opportunity to prove we have common sense and intelligence. She thanks the panel and her statement is marked as exhibit number 40.

The next witness is Mrs. Vivian Mendenhall of Fairbanks, Alaska. Mrs. Mendenhall begins her statement at 24:30. She says she has done graduate study in ecology and she is a recent Alaskan by choice. She said it has been agreed that ecological damage is a real danger as a result of the pipeline. She requests that attention be paid to ecologists and wildlife biologists as to the dangers resulting from changes to the environment. She says several gentlemen from the state government have testified that inspected personnel will be adequate to prevent pollution and defacement in areas of state jurisdiction. She says there is only one sanitation inspector for the entire area north of Palmer. Her statement is marked as exhibit 41. The next witness is Ralph Sanders, Alaska Carriers Association.

Mr. Sanders begins his statement at 27:40 of the recording. He is the Managing Director of the Alaska Carriers Association and he represents some 300 trucking companies of Alaska. He has prepared a statement. He agrees with the remarks of acting Mayor Porter, Chamber President Don Bruce, and various other remarks. He says he is ashamed at some of the remarks that have been made at the meeting today. He views them as irresponsible and made without knowledge to base the remarks. He says remarks should be completely factual. The remarks about the Hickel Highway were mostly false. The only remarks about the Hickel Highway that are correct are the ones made by Mike Dalton. He says he wonders what would have happened in the application for the right away of the pipeline was asked for before oil was ever discovered [?]. Sanders says the trucking industry wants the pipeline constructed right now at this very second. He says he would like to have his remarks broader than just the

construction of the pipeline. He says there has to be a diversified and adequate transportation system. An oil pipeline would be part of such a system. He says there should be a highway and not just a highway to the North Slope. There has to be highways to serve all of the people without a means to all the great better things of life that they don't have access to. He says those people have to be treated as if they are citizens of the country instead of neglected second class people. Much has been said about preserving high sounding environments. He says people who believe in conservation think the pipeline can't be built without destroying the beauty of nature. He believes the theory is absolutely false without a vestige of foundation and is an insult of the abilities of the governmental safe guarders who have only the best intentions for future generations in mind. He says the statement that there is a canal from Fairbanks to the North Slope. He says he is amazed how people can become so educated based on rumor and fiction. He says he is reminded of people who stay in Alaska for two days and go out and write books about Alaska. He says even though the beauty has been changed it doesn't mean that the beauty has been destroyed. Mr. Sanders says man is the ultimate creature. He says conservationists need to face reality and support projects that will benefit the sport of mankind while at the same time preserving the maximum amount of beauties. He says nature must be disturbed, to the point where mankind needs or desires for it to be disturbed. He says the main purpose should be to diminish desire and augment response to need. He says anyone without highway access will always be a second class citizen. He says second class citizens are entitled to all the wonders and beauty highways provide. He mentions people in Nome, Kotzebue, McGrath, and Dillingham. He says they are not entitled to not have the things he has. Mr. Sanders becomes defensive about people who accuse the Hickel Highway as only being constructed for the oil and trucking industry. He asks the hypothetical question of "what if it would have been the mining industry, the fishing industry, and the forest industry?" The truth of the matter is that the people must be served to their best advantage even though one segment will be beneficial at one time. He says the trucking industry is the only transportation system ready to provide requirements of both industry and people. Railroads are second. He says use the land for man's purposes and use it wisely. Use it right now at this very second. Mr. Sanders statement is listed as exhibit 42.

Mesh says there is going to be a recess at 37:40 of the recording. The meeting will reconvene at 7:30 pm.

The hearing resumes at 37:56 of the recording. Mr. Mesh says that before the next witness is called a Mr. K. Allen Green has delivered a statement to Mr. Mesh for incorporation into the record. The statement is marked as exhibit number 43. In addition, Mr. Gordon B. Wright has also delivered a statement to Mr. Mesh and asked that it be incorporated into the record and it will be designated as exhibit 44. The next witness is Victor Reventlow, consulting technologist from Anchorage, Alaska. Mr. Reventlow is in attendance because he feels he can help in some ways on account of his knowledge of concrete to improve the plans for the North Slope. The discovery of gas and minerals has provided reasons and means to opening the arctic to industrial development. One of the main factors will be the transportation access to the region. He says the time has come to include the most important vehicle: the railroad in order to complete and attain lasting access. He would like to emphasize the construction of a corridor using conventional means and new technology. He goes on to list new technologies. Low-

bearing, insulating lightweight concrete is one example. The lightweight concrete can be placed directly on the permafrost and a corridor can be built in a single cycle application with minimal harm to the environment. The railroad will immediately earn revenue by moving supplies. Permafrost can provide the finest base for a permanent road as long as it does not thaw. Starting from Fairbanks North, highway and railroad can be placed for economically reasons. Environmental conditions do not require better construction methods. Lightweight concrete should be used in layers of 8-12 inches. Even though the quantities of gravel may be available on gravel islands and river beds, the resulting product is only semi-permanent according to the pipeline documents. In addition, wherever gravel is taken away, there are irreversible ecological changes. Transportation roads built will change the environment even more. However, this lightweight concrete which has been developed in the past 10 years in West Germany and is patented has only been used as insulating material for roads to retain frost from going into the road. The lightweight concrete has never been used to retain the frost in the ground therefore it becomes important to test the materials in field tests. Whether the idea is accepted, every likely material should be investigated and given a chance to prove itself. It has been proven many times that wide ranging studies have always been more beneficial. He says the previous statements were all he was going to say but after listening he's come to the following conclusion: there seems to be about three major routes in the mind of the people who spoke today. One was kill the pipeline, number two was delay the pipeline until more knowledge is gained, and number three was start the project regardless how. He says all three routes are based on fear, ignorance, and lack of communication. He says there is a fourth route. Expedite the gathering of information and knowledge so the arctic development can progress without delay. The people involved all have a common ground and have people to study all the same problems only to keep the results to themselves. He suggests centralizing all the information into one clearinghouse. Start out by eliminating all points to which nobody objects. Concentrate on the solution of the differences. They will be solved much easier after all the emotional furs are stripped. Mr. Reventlow's statements are marked as exhibit 45 and exhibit 46.

The next witness is Dr. John Cook of the University of Alaska. Mr. Cook begins his statement at 48:45. He says it has been pointed out many times during the hearing that Alaska is a special place. There is yet another reason for the uniqueness of Alaska. Mr. Cook says he believes this is where the first Americans inhabited the region. This region has been occupied since that time by many Native groups. He says he knows very little about the culture of the Natives prior to the historic period. This is especially true of the interior parts of the state to be traversed by the pipeline. The prehistoric sites of the Indians and Eskimos will provide a rich heritage of which Alaska can be proud. He says it has to be emphasized that these sites are not renewable resources. Once destroyed by careless construction, these sites are lost. Mr. Mesh scolds Dr. Cook by telling him to "speak up and sit closer to the microphone." There are certain laws against destruction of the heritage. These laws were passed by both state and federal legislatures. The laws are for the preservation of cultural sites. He says he is not interested in merely preserving the sites. Much more importantly he is interested in preserving the cultural information. He says he doesn't care if the sites are destroyed by the construction of the pipeline but he says information needs to be gathered before it is destroyed. He says the laws have to be complied with by TAPS. As far as he knows, TAPS doesn't have a program to do this. In order to accomplish cultural preservation goals, the project must have archaeologists that have arctic and subarctic experience. He

says archaeologists from the southwest can be used in Alaska. He says a recent example is the chaos from the Amchitka finds where a non-arctic archaeologist has been doing the work and things have been confused. He says there are four archaeologists in the state who can do the work. The road from Livengood is being built without any consideration for the sites being bulldozed under. The pipeline must not simply continue the present policy of ignoring prehistoric cultural material. Pipeline construction will destroy sites, some sites are already known. There are 70 sites known by Galbraith Lake for instance. Many of the sites are right where the pipeline will go. The prevailing philosophy is not to hold up progress of the pipeline. There are hundreds maybe thousands of smaller sites that very importantly give information of previous settlement patterns and movements of people. He wishes to place into the record a concern of the preservation of anthropological materials. A panel member asks if Dr. Cook if he suggests that an anthropological team precede the construction of the pipeline. Dr. Cook says yes. The panel member asks how the big the team will be. Dr. Cook says there are 7 spreads working and there should be at least 2 men attached to each spread. There should be one man ahead of construction and one with the construction. There are maps available that show a portion of the sites that will be affected by TAPS. The panel members ask Bert [no last name] if the panel has the maps with the anthropological sites. Bert says no. Dr. Cook says he will be placing the maps into the record. A panel member asks if there are people working on any of the sites on the route at this time. There are enough men in Alaska who can do the work but they haven't been contacted by TAPS yet. Dr. West has apparently been in contact with TAPS in Anchorage. Dr. Cook says Dr. West's proposal was turned down by TAPS because of the large budget and some other inadequacies in the proposal. Dr. West has been gone from the state for a month and isn't back. The panel member asks Dr. Cook how many sites he speculates there are that would be worth of excavation. Dr. Cook says very few are worthy of excavation. The panel member asks if Dr. Cook agrees that it would take a trained archaeologist and Dr. Cook says yes. Dr. Cook is an assistant professor of human ecology with the Institute of Arctic Biology at the University of Alaska and assistant professor of anthropology. He is also editor of the anthropological papers at the University of Alaska. Dr. Cook can provide the maps tomorrow. Dr. Cook says some of the maps haven't been drawn, they are simply cite notations. One of the panel members asks for two sets of the maps so one can be made available to TAPS.

The next witness is Jim Dalton from Fairbanks, Alaska. Mr. Dalton begins his statement at 1:01:00 of the recording. James Dalton has been a resident of Fairbanks since 1935. He is a mining engineer and consultant and graduate of the University of Alaska in 1937. His background includes 20 years of field participation in oil and mineral programs throughout the state including the Yukon and Kobuk Valleys, the Alaska Peninsula, and Arctic Slope. Additional experience includes three years as General Superintendent for Construction of the Alaska sector of the DEW Line. He would like to present from reading a paper. His paper discusses the magnitude of oil in Alaska. Because of the demand in Alaska oil is ever increasing, continued exploration and production seem assured. All season transportation systems are therefore important. The recording ends.