



2.3 Alternatives and Issues Considered But Eliminated from Detailed Analysis

The original EIS for TAPS identified a number of alternatives that were considered for moving North Slope crude oil to market (BLM, 1972). These options included pipelines from Prudhoe Bay to alternate ports in southern Alaska and on the Bering Sea, pipelines from Prudhoe through Canada to the contiguous 48 states, icebreaking tankers, submarine tankers, and rail and truck transport. The EIS also considered a number of energy and policy alternatives ranging from reduction in demand to alternative energy sources. Table 2.3-1 summarizes the options.

The alternatives considered in the original TAPS EIS were not reevaluated for this Environmental Report because they are no more viable now than when initially evaluated. In addition, replacement of the existing pipeline with another pipeline on a new route is not an economic alternative to continued operation of TAPS.

Then as now, no cost-effective and practicable alternative exists to transportation of North Slope crude in the Trans Alaska Pipeline System. The fact that the pipeline is in place makes these alternatives even less attractive today from both cost and environmental standpoints. Furthermore, government policies have not changed to the extent that any of the alternative energy sources are more feasible now than at the time of the original EIS. Advances have occurred in technology for alternative energy sources, but none is yet a commercially viable replacement for energy from North Slope oil.

As a result, the alternatives in Table 2.3-1 were eliminated from further evaluation in this Environmental Report, which concentrates on the two alternatives of renewal of the TAPS ROW and no action. The alternatives discussion in the original EIS is incorporated herein by reference.

Table 2.3-1. Alternatives considered in the original final environmental impact statement for TAPS (BLM, 1972).

Transportation Alternatives	Energy and Policy Alternatives
<ul style="list-style-type: none"> • Pipeline to southern Alaska terminal with marine transportation to market: 5 routes and terminal locations considered • Marine tankers both east and west from Prudhoe Bay to markets • Pipeline to western Alaska ports on Bering Sea with marine transportation to market • Pipeline across Alaska and Canada to connect with existing pipelines in the contiguous 48 states: 5 routes considered • Railroad and/or highway to southern Alaska port with marine transportation to market • Railroad and/or highway transport through Canada to the contiguous 48 states • Other transportation schemes: <ul style="list-style-type: none"> ➢ Conveyors ➢ Underwater marine transportation ➢ Airlift ➢ Conversion of oil to electricity 	<ul style="list-style-type: none"> • Reduction in demand • Increased oil imports • Additional domestic production <ul style="list-style-type: none"> ➢ Increased leasing on outer continental shelf ➢ Increased leasing onshore ➢ Nuclear stimulation of gas reserves • Other energy sources <ul style="list-style-type: none"> ➢ Increased coal production ➢ Increased nuclear energy development ➢ Synthetic sources: <ul style="list-style-type: none"> ⇒ Oil shale production ⇒ Tar sands ⇒ Fuel from coal ➢ Geothermal energy ➢ Hydroelectric power ➢ Experimental sources with doubtful immediate potential (9 technologies)