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66. Larisa Manewal
67. Cynthia Lagoudakis
68. Betsy Jumper
69. Maureen Knutsen
70. Thea Whitehead

# **AN OPEN LETTER BY COMMERCIAL FISHERMEN TO OUR ALASKA STATE LEGISLATORS,**

**We, the following Commercial fishermen of Southeast Alaska, and other communities across the State stand in support of continuing the Ocean Ranger Program.**

**In 2006, commercial fishermen strongly supported the creation of the Ocean Ranger Program and we continue to appreciate this important and effective program.**

**As we understand it, SB 180 and HB 303, as currently written, seek to remove the program from law. We call on you, at a minimum, to leave the statutory framework for this program in place.**

**While on the water, we regularly see disturbing discharges from cruise ships. All three of the largest cruise corporations have pleaded guilty to federal pollution violations in the past. And, to date, Carnival Corporation remains under federal felony probation, which it has pleaded guilty to violating as recently as January 2022 according to the United States Department of Justice.**

**Protecting Alaska's environment, including our waterways, requires qualified Ocean Rangers on the ships at all times. These Coast Guard**

**certified marine engineers serve as deterrents to violations, spur reporting that might otherwise not happen, and report when they observe violations. End-of-pipe remote monitors and spot checks in port are not enough to deter the cruise industry given its lengthy history of ocean discharge violations.**

**While some independent cruise ship monitoring, including the Ocean Ranger Program, could be improved, that should be prescribed instead of statutory elimination of this globally recognized program.**

**The commercial fishing industry stands ready to partner with other Alaska stakeholders to ensure cruise ships keep our waters free of debris and discharges. SB 180/HB 303, as drafted, goes in the wrong direction and will soften our ability to minimize these negative impacts to the waters on which our livelihoods depend.**

**Please stand with commercial fishermen and our Southeast Alaskan supporters.**

**Sincerely,**

**Karen Severson  
Vessel Name - Odin - Seiner  
Petersburg, Alaska**

**Aaron Severson  
Vessel Name - Jodi Marie - Seiner  
Petersburg, Alaska**

**Gavin Gende  
Crewman - Longliner, Seiner, Crab  
Juneau, Alaska**

**Erik Stromme  
Vessel Name - Genesee - Power Troller**

**Elfin Cove, Alaska****Mark Severson****Vessel Name - Odin - Seiner****Petersburg, Alaska****Brenda Norheim****Vessel Name - Windham Bay - Salmon Packer****Petersburg, Alaska****Ladd Norheim****Vessel Name - Windham Bay - Salmon Packer****Petersburg, Alaska****Taylor Norheim****Vessel Name - Frigidland - Salmon Packer****Petersburg, Alaska****Gregory Howe****Vessel Name - The Via - Hand Troller****Gustavus, Alaska****Louis Barr****Vessel Name - Givia - Power Troller****Auk Bay, Alaska****Tracy Rivera****Vessel Name - Good News - Power Troller****Tenakee Spring****Loren Carson****Shoreside Maintenance Manager - Processing Facility****Ketchikan, AK****Charles McCullough**

**Vessel Name - Reality - Purse Seiner  
Petersburg, AK**

**Kerry Kirkpatrick**

**Vessel Name - Providence - Seine Herring  
Juneau, AK**

**Mike Pilling**

**Vessel Name - Providence - Seine Herring  
Juneau, AK**

**Ian Seward**

**Vessel Name - Kathy Ann - Power Troller and Halibut  
Haines, AK**

**James Carter Hughes**

**Vessel Vessel Name - Astrolabe - Power Troller and Longliner  
Sitka, AK**

**Camden Erickson**

**Vessel Name - BC Summers - Power Troller and Longliner  
Juneau, AK**

**Amy Schaub**

**Vessel Name - Norsel - Seiner  
Wrangell, AK**

**Rio Barkhau**

**Vessel Name - Woodstock - Longliner  
Sitka, AK**

**Jeff Christopher**

**Vessel Name - Go N Off - Power Troller  
Sitka, AK**

**Steve Box**

**Vessel Name - Worthy - Gillnetter, Longliner, Dungeness Crab  
Juneau, AK**

**Sandra Craig**

**Former fisherman  
Elfin Cove, AK**

**Bjorn Ostenson**

**Vessel Name - F/V Eyvindr - Gillnet  
Cordova, AK**

**Akira Handy**

**Vessel Name - Cloud 9 - Seiner  
Sitka, AK**

**Cale LaDuke**

**Vessel Name - Kraken - Power Troller and Longliner  
Sitka, AK**

**Paul Dupree**

**Vessel Name - ICY BAY - Longline, Crab  
Petersburg, AK**

**Robert Magnus Thorstenson**

**Vessel Name - Magnus Martens - Seiner  
Juneau, AK**

**Cameron Severson**

**Vessel Name - Odin - Seiner, Longliner, Crabber  
Petersburg, AK**

**Ian Sowards**

**Vessel Name - Kathy Ann  
Haines, AK**

**Kurt Kvernvik**  
**Vessel Name - Island Girl - Seiner**  
**Petersburg, AK**

**Steven Burrell**  
**Vessel Name - Emery Nicole**  
**Petersburg, AK**

**Maura O'Brien -Phillips**  
**Petersburg, AK**

**Craig Evens**  
**Vessel Name - F/V Orion - Seiner, Longliner**  
**Petersburg, AK**

**Ginger Evens**  
**Vessel Name - F/V Orion - Seiner, Longliner**  
**Petersburg, AK**

**Ariel Norheim**  
**Vessel Name - Nolan Michael - Seiner**  
**Petersburg, AK**

**Ronn Buschmann**  
**Vessel Name - Spirit, St Teresa - Seiner, Crabber, Longliner**  
**Petersburg, AK**

**Guy Hoppen**  
**Vessel Name - Beryl E. - Tender**  
**Sitka, AK**

**Tom Daugherty**  
**Vessel Name - Del Lori - Power Troller**  
**Juneau, AK**



**James Swift**  
**Longliner**  
**Sitka AK**

**Jim Hubbard**  
**Vessel Name - Kruzof - Longliner**  
**Seward, AK**

**Patrick Tyner**  
**Vessel Name - Rauma - Power Troller, Longliner**  
**Craig, AK**

**Tad Fujioka**  
**Vessel Name - FV Sakura - Power Troller**  
**Sitka, AK**

**Jodan Millar**  
**Vessel Name - Surf - Gillnetter**  
**Juneau, AK**

**Megan Pasternak**  
**Vessel Name - Christi-Rob - Longliner, Power Troller**  
**Sitka, AK**

**Jay Thomassen**  
**Vessel Name - Angelette - Seiner**  
**Petersburg, AK**

**Jim Eastwood**  
**Vessel Name - Charles T - Longliner, Tender**  
**Petersburg, AK**

**Gayle Eastwood**  
**Vessel Name - Charles T - Longliner, Tender**

**Petersburg, AK****Brandon Finney****Vessel Name - Alaskan Girl - Longliner, Crabber****Petersburg, AK****Don Spigelmyre****Vessel Name - FV Southern Cross - Hand Troller****Petersburg, AK****Pete Feenstra****Vessel Name - Noble Provider - Seiner****Petersburg, AK****Bill Connor****Vessel Name - Cape Reliant - Seiner****Petersburg, AK****Marianne Connor****Vessel Name - Cape Reliant - Seiner****Petersburg, AK****Troy Thomassen****Vessel Name - Empress - Seiner****Petersburg, AK****Art Bloom****Vessel Name - Cape Clear - Gillnetter****Juneau, AK****Greg Turner****Vessel Name - F/V Northern Chase - Power Troller****Delta Junction****Mathias Weibel**

**Vessel Name - F/V Fury Cove - Power Troller  
Sitka, AK**

**Jeff Robinson**

**Vessel Name - Elinor Jane - Power Troller, Longliner  
Petersburg, AK**

**Suzanne Fuqua**

**Vessel Name - Elinor Jane - Power Troller  
Petersburg, AK**

**Tisa Becker**

**Vessel Name - Carlynn - Seiner, Crabber, Longliner  
Douglas, AK**

**Rudy Franulovich**

**Vessel Name - Saint Raphael - Gillnetter**

**Shelly Tradel**

**Vessel Name - Saint Raphael - Gillnetter**

**Dave Nuetzel**

**Vessel Name - F/V Kruzof II - Sampler  
Sitka, AK**

**Eric Grundberg**

**Vessel Name - F/V Happy Time - Longliner, Power Troller  
Petersburg, AK**

**Matther Kandoll**

**Vessel Name - F/V Diamond V - Gillnetter  
Petersburg, AK**

**Sign On Here**

Dear Chair Revak and Senate Resources committee members,

I grew up in walking distance of Alaska's largest cruise ship port at Juneau. I've watched the numbers of visitors grow from less than 100,000 to a projected 1,600,000 this year, and in that time I have observed the cruise ship industry closely. The cruise ships play an important part in our economy, but they have a long history of illegal discharges into Alaska's waters and elsewhere throughout the world.

**Felons. Recidivist felon ocean dumpers.** Illegal, criminal, intentional activity for the benefit of corporate bottom lines. Leaving this group without the Ocean Rangers, who acted as Alaska's eyes and ears on the decks of the cruise ships is more than just irresponsible.

**We chose. Alaskans chose.** In 2006, we had the foresight and intention to establish the Ocean Rangers program, a program entirely funded by the people cruising to Alaska, to put the industry under scrutiny in Alaska waters. This world-leading effort changed the industry. Permanently removing it will change the industry again, and far for the worse.

**Keep the Ocean Rangers in law.** Please amend this legislation. Keep the program, we can get to the details of restarting it later. The cruise industry only has to win this once for Alaska's interests aboard to fall forever by the wayside. Don't turn your backs on our need for clean water.

Do not believe Randy Bates at Alaska DEC. The Director of Alaska's Division of Water is working very hard to carry the water for the very people currently under court-ordered felony probation for illegal ocean discharges. **It's a damn shame that we've come to this, where our own regulators are so captured by industry that they brightly put forward the elimination of the very programs that hold industry to account.** It is so hard to believe that we have come to this. Do not put your faith in Director Bates when he makes claims about knowing how to spend the money best or what the science says. Don't let him distract you with a sugarplum.

Thank you,

Aaron Brakel,  
309 D St.  
Douglas, Alaska 99824

## **Cruise ship discharges into Southeast Alaska Waters** by Judy Brakel Feb. 2018

Cruise ship discharges are a concern because most Alaska cruise ship traffic occurs in the Southeast Alaska region. Cruise Lines International Association (CLIA) Alaska president John Binkley reported (*Juneau Empire* 2/21/2018) that in 2017 there were 33 ships on 500 voyages, almost all of them stopping in Juneau [nearly all also stopped in Ketchikan and 374 in Skagway]. Binkley said for 2018 CLIA predicted 519 voyages carrying 1.17 million visitors (crews omitted from that number?) and 2019 will have 567 voyages with 1.31 million passengers.

Cruise lines are huge international companies consolidated into a few large enterprises. I think Carnival Cruise Lines now owns Princess Cruises and Holland America Lines. The ships are like small cities so their discharges include hair salon chemicals, machine shop wastes, etc. Much larger ships are being built and some just starting to arrive in Alaska. A recent news story said Alaska is the most popular destination among cruise ship passengers.

In 2006 statewide initiative passed requiring much stricter pollution controls to be effective in 2015. The Legislature weakening the standards in 2013 based on Gov. Parnell's proposal (cruise lines spent large \$ lobbying). The 2006 initiative created the job of "Ocean Rangers" - US Coast Guard-trained marine engineers. One O. Ranger is to be stationed on each ship carrying more than 250 passengers to monitor a number of factors in the ship's discharge of grey water and black water (the latter is toilet sewage). These are independent contractors, not cruise ship employees, and their salaries and expenses are paid by a \$46 per-passenger charge. An employee at DEC, Div. of Water, said they are very valuable. Currently they are not on all ships because the passenger fee revenue does not suffice to pay their salaries, transportation to each job, and cruise ship berths. One excellent informant recommended that candidates for office advocate for requiring the ships to provide free berths, which the large ships can well afford. (Disney cruise lines already volunteered to do that.)

Federal requirements for discharges are weaker than Alaska's, but the "doughnut holes" of federal waters found in some wider straits within Southeast AK's "Inside Passages" are no longer relevant because now the ships receive Alaska state "general discharge permits" and are allowed to discharge anywhere. Some are allowed to discharge even while tied to the dock and all are allowed once they reach a speed of 6 knots.

The Div. of Water employee (well respected by other informants) said things were going well and improved over time, but now there are new problems. The Ocean Rangers are only supposed to monitor grey water and black water discharges, but now there is a new discharge into the water. This is because while federal requirements (for near-shore shipping?) says they should use relatively clean low-sulfur fuel, and some do, but the large cruise ships continue to use "bunker fuel" heavy crude. Their stack emissions result in frequent air quality citations. So now they have "exhaust gas cleaning" involving spraying the stack emissions with sea water and somehow collecting that water. Then there are two different practices of what to do with it. The "closed loop" version puts it straight back into the water. The sulfur taken out of the air

emissions is neutralized by the sea water, but that uses up the alkalinity of the sea water. So the water discharged is very acidic, very hot, and contains some petroleum products. In ports people are seeing milky discharges with some sheen and complaining to DEC. I didn't learn what the alternative practice is. The Div. of Water employee says there are a lot of things they wouldn't have known without the O. Rangers – they were the first to alert DEC to the emissions “scrubber” problem.

The state “General Discharge Permit” is up for renewal next year, needs preparation in 2019 to be in place in 2020. DEC has it as one of its two priorities.

**Addendum later:** About Cruise Ship Discharges, I forgot to say that most of the full-size cruise ships now have tertiary processing systems for grey and black water discharges, so these are as good as Alaska town's discharges. On the other hand, they bring more than 1 million visitors to Southeast AK inside waters in the summer (I think crew numbers are additional to that) compared with a Southeast resident population of about 73,000. So it's important to keep on top of this, including the new and imperfectly-treated sulfur-scrubbing discharges.

Date: 2 April 2022

To: Senate President Micciche

Fm: Paul Johnsen

Subject: SB 180 PASSENGER VESSEL ENVIRONMENTAL COMPLIANCE

I may be too late for public testimony concerning the subject but I wanted to share my concerns as an Alaskan citizen.

I was the person who set up and managed the Ocean Ranger program working as a contractor for Crowley Maritime for the first three years. I also in later years worked as an Ocean Ranger for several months during each of three summer seasons.

I disagree with the proposal in SB180 to eliminate the Ocean Ranger program.

One of the reasons given to eliminate the program is that there were very few fines given as a result of the program. This is true and by design. The program was set up with the guidance from ADEC in such a way that the Ocean Ranger Observers purpose was to observe and bring to the attention of the cruise ship operators any compliance issues with discharges and safety concerns. The goal of the program was to have the cruise ship operators make corrections without the fear of fines with negative publicity.

Over the years, the cruise ship operators got adjusted to the strict standards while in Alaska waters and followed all the rules. The management structure of the cruise industry is very well managed and there is no incentive for the people in charge to ever violate any rule or regulation. The lower-level employees however are mostly from third world countries that have cultural inclinations to cut corners when they think nobody cares. When Ocean Rangers are onboard and making daily rounds throughout the vessel, the lower-level employees know that "Alaska Cares" and feel their work is valuable and appreciated.

My suggestion is that the Ocean Ranger program should be reduced (maybe by 50%) to reflect on the good management practices of the cruise industry. The Ocean Rangers should still be used especially on any new ships coming to Alaska and for the initial voyages for all ships.

Other Ocean Ranger monitoring that would be eliminated by this bill include routine observations of potable water testing, garbage stowage and removal, smoke monitoring, waste water processing, oil water separator operation, garbage chute use, stowage of hazardous materials, dish washing machines, oil leakage overboard, laundry chemical disposal, photo shop hazardous material disposal, lifeboat conditions, use of biofouling systems, ballast water operations, and general onboard health and safety.

It is a good idea to give additional rights for ADEC employees to go onboard the cruise ships for their own inspections.



The most recent concerns with the cruise ships is the use of scrubbers, which allow the cruise ship operators to burn heavy fuel (IFO 380) rather than the cleaner diesel oil that we are familiar with. The federal Environmental Protection Agency has gone out of their way to encourage the use of scrubbers and has even allowed the burning of heavy fuel without scrubbers if there is a signed contract to later install scrubbers. The scrubber type that are mostly used in Alaska waters are the open-loop type. This type of scrubber sprays water through the engine exhaust gasses. This contaminated water is then diluted with massive sea water pumps and discharged overboard. There are no Alaska regulations to forbid or monitor these discharges going overboard. In Europe, many port cities have forbid the use of open-loop scrubbers while in their ports. I believe we should also regulate the use of open loop scrubbers within ports or maybe within the state waters. The scrubbers discharge a large foaming stream of water that has a greyish matter that floats to the top and has been documented by the Ocean Ranger program many times.

Paul Johnsen

Petersburg, Alaska

907 772 4005

(currently a member of the Marine Highways Operations Board)

In regards to SB 180 & HB 303 :

As a fifty year resident of Alaska I find it totally unjustifiable for the legislature to even consider a bill like this. The residents of Alaska voted by an over-whelming majority to put teeth into the oversight of the cruise industry . The Ocean Rangers program is vital to keep an eye on an industry who have proved time and time again that they cannot be trusted to 'self-regulate' themselves. The governor was way out of line by vetoing funding for a program that was voted in by the people and does not cost the state a dime. It's paid for by visitors.

With 20 years as a commercial fisherman and 30 years owning and running a small cruise boat myself, I have seen first hand the negative impacts of the large ship industry. We NEED the Ocean Rangers program to keep our waters and air clean. Please make sure it is reinstated and remains active to help keep our fisheries healthy and our environment up to the standards of what visitors come here to experience.

Thank you for your consideration

Captain Scott Hursey  
Alaska Passages Adventures  
Petersburg, Alaska



# Southeast Alaska Fishermen's Alliance

1008 Fish Creek Rd

Juneau, AK 99801

Email: [kathy@seafa.org](mailto:kathy@seafa.org)

Cell Phone: 907-465-7666

Fax: 907-917-5470

Website: <http://www.seafa.org>

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March 17, 2022

Senate Resources Committee

Alaska State Legislature

RE: SB 180 - Oppose legislation as written

Dear Senator Joshua Revak and Committee Members,

Southeast Alaska Fishermen's Alliance (SEAFA) is a non-profit membership-based organization that represents our 330 members involved in the salmon, crab, shrimp and longline fisheries of Southeast Alaska. We have discussed this legislation with Randy Bates, ADEC during the United Fishermen of Alaska (UFA) Board meeting, the UFA webinar, and another meeting with fishing association leaders. We very much appreciate the opportunities we had to discuss and understand this legislation, that said we still oppose the complete repeal of the Ocean Rangers Program.

We support the changes to the ADEC program that grants ADEC personnel scheduled and unscheduled inspections both in port and for voyages between communities and access to machinery spaces of the vessels, and the water sampling in main corridors for both small and large cruise ship vessels. We appreciate the department's willingness to set up a report line for the public and fishermen to report areas where it appears that discharges have occurred.

**The Ocean Rangers viewed and watched for a broader range of issues than just the wastewater discharge that this legislation is now focused on. The Ocean Rangers program provided a disincentive that just can't be duplicated through the program as outlined in this legislation.** We believe there are tweaks that could improve the Ocean Rangers program, such as providing legislative authority for more unfettered access to machinery spaces, ability to report violations to the appropriate authority if not ADEC wastewater division, and on a random deployment between communities of SE Alaska using crew bunks as you are arranging for ADEC to reduce costs.

Sincerely,

Kathy Hansen  
Executive Director

I thank Chairman Revak and the Senate Resources Committee (Senators Micciche, Bishop, Stevens, von Imhof, Kiehl and Kowasaki) for the opportunity to present this input to the hearing today

BOTTOM LINE UP FRONT:

**SB180 is not democracy. It is not the rule of the people; AS46.03 is. If and when Alaskans want reductions in environmental regulatory compliance of cruise ships, I suspect, honorable senators, THEY will let you know.**

My name is Tim F. Nelick.

- Assistant Professor of the Practice in the Marine Transportation Department
- At Texas A&M University in Galveston
- Served as an Alaska Ocean Ranger since 2012 until 2019 curtailment by Governor Dunleavy
- I have read SB 180, and I fundamentally disagree with most of the included language.

I'd like mention just a bit about my career and my thus my suitability to present this testimony:

My background includes

- Just short of 50 years of professional seafaring
- That involves a great deal of operating experience, including
  - crucially, management of large ship waste streams
    - including sewage & waste water
    - industrial wastes
    - stack emissions
    - solid waste
    - Incidental wastes
    - All waste streams as identified in the International maritime Organization' Convention for the Prevention of Pollution from Ships (MARPOL)
    - And the Environmental Protection Agency's National Pollution Discharge Elimination System for ships
- As an Ocean Ranger, I bring that private commercial insight to the ongoing effort of the Alaska Department of Environmental Conservation to keep Alaska beautiful and clean
  - that's what Alaskans want
  - what I have found the cruise ship passengers want – in conversations I have had with them
  - and it's what I and all likeminded environmental conservatives want.

As a result of my background I am intimately aware of the impact that large ships have on the marine environment, and concomitantly, the importance of the Alaska Ocean Ranger Program.

I am not familiar with each of the Honorable Committee Members "R" or "D" or "I" designation; whether they would be considered "conservation", "liberal", libertarian" or some other category. I consider myself a "conservative" (in quotes); but I suggest to the committee at large that conservatism includes conserving our environment.

I confess to being a bit of a wordy – I think words mean things; often important things. A simple internet search confirms the origins of the word democracy as based on Greek for "Rule by the People". In 2006,

the people spoke, and passed Ballot Measure 2, creating the Ocean Ranger Program – an elegant and impactful instance of Rule by the People. As you are aware, SB180 seeks to repeal much of the Ocean Ranger Program, and water down what it remains. But I am left pondering – is SB180 an instance of rule by the people – and I regret I think not.

Turning to SB180, I have reviewed all sections. Many are simply redundant, duplicating extant national and international regulatory measures; other sections water down AS46.03 by orders of magnitude.

**SB180 is not democracy. It is not the rule of the people; AS46.03 is. If and when Alaskans want reductions in environmental regulatory compliance of cruise ships, I suspect, honorable senators, THEY will let you know.**

Over the last 50 years, we mariners have progressed in our understanding of how our industry impacts the maritime environment. I am currently teaching at the Texas A&M Maritime Academy in Galveston, where the next generation of mariners is preparing for careers at sea. It is a slow and gradually evolving process; the DNA of mariners is changing, and current students will begin their careers much better prepared to include stewardship of the marine environment in their toolkit.

Part of the historical challenge for seagoing mariners has been to effectively resist commercial pressures from ashore urging those on board to minimize the regulations, and skirt them if/when possible, in order to maximize the balance sheet. At times it seems that similar pressures are at play here in SB180?

These are my thoughts at this time; I appreciate your consideration of this testimony, and am standing by to further discuss. Thank you very much.

**Tim F. Nelick '73 & '87** | Visiting Assistant Professor of the Practice  
Marine Transportation | [Texas A&M University at Galveston](https://www.tamug.edu)  
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PO Box 1675 | Galveston, TX 77553

## Regarding Senate Bill 180: The Bill to Eliminate the Ocean Ranger Program

My name is Julie Hursey. I moved to Petersburg in 1981, I was a commercial fisherman for ten years then ran a charter boat for another 20 years. Now I am actively involved in sportfishing and subsistence activities. My life revolves around the clean waters of Southeast Alaska. Clean ocean waters provide my food, my income, and sustain my community which is primarily supported by fishing.

Senate Bill 180 seeks to discontinue the Ocean Ranger Program which is an essential line of defense against pollution from the cruise ship industry. I have spent enough time on the water to see active dumping by cruise ships prior to the Ocean Ranger Program. There have also been recent cases of illegal sewage dumping by cruise ships in the waters near my home. We need onboard monitors that can hold the line against this kind of wanton pollution. The cruise ship industry should have to pay for it.

There are observers on fishing boats and the fishing industry pays the cost of that program. It is part of doing business. The same rules should apply to the cruise ship industry. They can pay their own way.

The cruise ship industry has a history of illegal dumping and polluting and paying fines when they get caught. Why not pay it forward and not dump at all? The Ocean Rangers can make sure that happens.

The Ocean Ranger Program was supported by a majority of Alaskan voters in 2006. In recent years, the Governor has seen fit that the fees generated were not used by the program but were diverted instead. In fact, he vetoed the use of funds for the program. This cannot happen again. This sort of egregious, short-sighted action threatens the future for fisheries and the clean waters in Alaska that we depend on.

Please support the Ocean Ranger Program in any way that you can.

Thank you,

Julie Hursey

Petersburg, Alaska

**PETERSBURG BOROUGH  
RESOLUTION #2022-05**

**A RESOLUTION OPPOSING HOUSE BILL NO. 303 AND SENATE BILL NO. 180 OF THE STATE OF ALASKA THIRTY-SECOND LEGISLATURE, BOTH BILLS ENTITLED “AN ACT RELATING TO COMMERCIAL PASSENGER VESSEL ENVIRONMENTAL COMPLIANCE; RELATING TO COMMERCIAL PASSENGER VESSEL FEES; ESTABLISHING THE WASTEWATER INFRASTRUCTURE GRANT FUND; REPEALING THE AUTHORITY FOR CITIZENS’ SUITS RELATING TO COMMERCIAL PASSENGER VESSEL ENVIRONMENTAL COMPLIANCE; REPEALING THE COMMERCIAL PASSENGER VESSEL RECOGNITION PROGRAM; AND PROVIDING FOR AN EFFECTIVE DATE”**

**WHEREAS**, the quality of the ocean waters within the Inside Passage of Southeast Alaska is vitally important to all aspects of life for residents of the area; and

**WHEREAS**, the clean, healthy waters of Southeast Alaska are abundant with a remarkable variety of sea life which can only occur when water quality remains very high; and

**WHEREAS**, Southeast Alaska waters support a robust population of commercially valuable fish that are the backbone of the economy in the region and provide for resident subsistence harvest; and

**WHEREAS**, the seafood commercially harvested from Southeast Alaska and shipped to markets both in the United States and beyond is known for its exceptional quality; and

**WHEREAS**, many tourists choose to visit Alaska to see and experience the pristine beauty of its waters and landscape; and

**WHEREAS**, the number and size of cruise ships plying the waters of Southeast Alaska has considerably increased over the past 10 years; and

**WHEREAS**, with the increased cruise traffic, large volumes of wastewater discharge are now being observed in Southeast Alaska waters; and

**WHEREAS**, the State of Alaska has for many years operated a very successful Ocean Rangers program which provides on-board monitoring and inspection of wastewater discharge; and

**WHEREAS**, the funding for and emphasis on monitoring for wastewater discharge from large passenger vessels has been dramatically reduced; and

**WHEREAS**, the Administration of the State of Alaska now proposes a new Act (HB 303 & SB 180) relating to commercial passenger vessel environmental compliance; relating to commercial passenger vessel fees; establishing the wastewater infrastructure grant fund; repealing the authority for citizens’ suits relating to commercial passenger vessel environmental compliance; repealing the commercial passenger vessel recognition program; and providing for an effective date; and

**WHEREAS**, the proposed legislation places emphasis for compliance on electronic monitoring, self-reporting and data submission; and

**WHEREAS**, the proposed legislation provides for Alaska Department of Environmental Conservation (ADEC) “inspectors” to board commercial passenger vessels and perform inspections

and sampling to verify vessel discharge information without providing the source of funds to pay for the newly hired inspectors; and

**WHEREAS**, the proposed legislation is mute in regard to penalties for non-compliance which is an important deterrent to illegal discharges in Alaskan waters; and

**WHEREAS**, the proposed legislation removes the rights of citizens to bring suit against an owner or operator of a large passenger vessel alleged to have violated any provision of the Commercial Passenger Vessel Environmental Compliance Program, or against the ADEC for failure to perform any act or duty outlined in the legislation; and

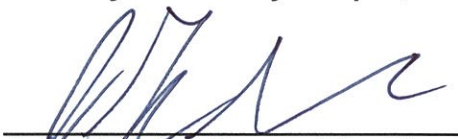
**WHEREAS**, the proposed legislation provides a mechanism for funding improvements to municipalities' wastewater treatment systems, but the cost and need of such improvements across the state far exceeds the revenue that would be collected through the legislation, with any additional funding requiring direct appropriation from the legislature each year.

**THEREFORE BE IT RESOLVED**, the Petersburg Borough Assembly opposes HB 303 and SB 180, and believes the proposed legislation will not result in improved compliance from commercial passenger vessels in the discharge of wastes into the inside waters of Southeast Alaska; and

**BE IT FURTHER RESOLVED**, the Petersburg Borough Assembly supports full funding and continuation of the Ocean Rangers program (Section 46.03.476 of the Commercial Passenger Vessel Environmental Compliance Program) until such time as comprehensive legislation can be drafted that improves upon the quality and compliance of the existing program. To protect Southeast Alaska waters, the new legislation must contain provisions for:

- Penalties for noncompliance;
- Adequate funding mechanisms to improve municipalities' wastewater treatment/discharge systems which are impacted by the cruise industry;
- Continuation of a robust commercial passenger vessel waste discharge inspection program;
- Development of a public reporting system to allow Alaskans a clear and direct method of reporting illegal spills to the ADEC and a defined process for State response and investigation of reported spills;
- The ability of citizens to file suit for violations of the environmental compliance program; and
- A public notification program of inspection, testing and results.

**PASSED and APPROVED by the Petersburg Borough Assembly this 4<sup>th</sup> day of April, 2022.**

  
\_\_\_\_\_  
Jeigh Stanton Gregor, Vice Mayor

**ATTEST:**

  
\_\_\_\_\_  
Debra K. Thompson, Borough Clerk



Hi Senator Revak

I wanted to contact you about the Ocean Ranger Program. I watched the hearing the other day and thought it might be good to give my perspective. I was (until recently) a lifelong Alaska, graduating from West High in 2000 and going to sea shortly after. When I wasn't on a ship or attending training, I always came back to Alaska. In 2012 I started working summers as an Ocean Ranger until the end of the program for a total of 8 years. In 2020 my fiancé and I moved to Washington for her job.

As I saw from the presentation, ADEC has done a good job gathering relevant data about wastewater discharge and how the levels in the water changed without the cruise ships which may reduce the impact Ocean Rangers make in that regard. However, having Ocean Rangers onboard benefits the state in many other ways, whether it was exhaust gas scrubber discharge findings, preventing paint spilling in the water (that was common), paint chips going in the water, and plastic getting in the food waste discharge.

I spent a lot of time thinking about how much of a difference the Ocean Ranger program made on the industries behavior - after all you can't prove the bad things that *didn't* happen because we were there - and the best evidence I could find is that when the Court Appointed Monitor Carnival had a team of Auditors that would fly in and aboard a ship unannounced they found a lot of environmental violations in the rest of the world, but almost none in Alaska, besides a notorious event in Glacier Bay National Park. The reports were made public due to public record requests at Carnival's federal trial in Florida. I searched them and could find hardly anything regarding Alaska, and they were on vessels in Alaska numerous times that I knew of.

One recurrent problem I find in the maritime industry is that people sitting in the corporate office write internal policies and procedures requiring shipboard personnel to perform various (daily, weekly, monthly) inspections, PMs, etc. for the shipboard personnel with no regard to whether the vessel has the labor resources to actually complete the tasks, or whether they should be performed at all. It makes people feel good to write overburdensome policies, and no one ever gets fired for writing *too* much. Some companies are worse than others when it comes to this stuff, but from my experience it tends to be a problem throughout the industry. Often times the onboard crew learn to just ignore most of the company policies, because if everything is a priority nothing is, and clearly the people at corporate don't actually care or they would be more discriminate with what they "require". Having an Ocean Ranger come on board to ride the vessel helps the crew prioritize following Alaska's environmental laws, many of which are unique to the state.

As Ocean Rangers we were paired with the Environmental Officers on the ships, and I had many of them tell me over the years that the fact we were coming on board helped give them much more influence with the Chief Engineer and Captain, who are above the Environmental Officer in the command structure. I was told often the senior officers would be dismissive of the Environmental Officer's concerns, when the ship was operating in other parts of the world, and as the calendar was getting closer in the year to the Alaska season that would start to change,

as everyone knew Ocean Rangers would be coming on board, and it wouldn't just be the Environmental Officer disagreeing with them about something.

I also heard a lot of talk about automation, and whether the \$1 rebate would add up to enough to encourage installation of the systems. In certain cases, the money may help justify the cost of a new installation, but many of the ships already have this technology installed (my guess would be 50% of the vessels, give or take maybe up to 20% either way) and it would basically be a matter of either storing and transferring the data, or giving real time access through some version of a remote log in. My bet would be that the majority of vessels that give access are the ones that already have this remote monitoring capability because then it is a matter of figuring that part out. Many of the newer ships have the remote monitoring for some of the engineering systems because when you are doing a new installation the cost to add it isn't much more, whereas doing a retrofit basically you are paying for a whole new system. But just being able to see if a valve is indicating open doesn't really tell you about the numerous other overboard discharges, whether the valve is actually physically open, or any other sources of pollution. The wastewater discharge is just one of many overboard discharge pipes on the vessel.

I will write additional testimony, but feel free to call me anytime, or ask for any information through email. I would be happy to try to help or better explain things if you are curious about anything.

I appreciate all the work you have done over the last few years; I have been following Alaska politics closely the last few years and I see how hard of a job it has been for the legislature and the staffs with the budget shortfalls and low oil prices.

Chris Schneider  
907-830-1462

Dear Senate Resources Committee:

Please oppose SB 180, which would eliminate the Ocean Ranger program. It was instituted by Alaska voters to address rampant illegal discharges from cruise ships and is still badly needed, as there is no other enforcement mechanism to prevent this pollution of Alaska waters; experience has shown we cannot rely on this industry to police itself.

Please do not subvert the will of Alaskans by putting cruise industry interests ahead of us. Vote against SB 180 and keep the ocean rangers program intact, or strengthen it.

Sincerely,  
Nathan Borson  
Gustavus, AK 99826

Senate Bill 180/House Bill 303 would permanently strip the language empowering the Ocean Rangers out of state law.

We have worked in Southeast Alaska for 25 summers and are well aware of the impact that cruise ships have on this pristine environment.

We strongly support the Ocean Ranger program and urge you to continue it in the future.

Robert and Gretchen Pederson

Please keep the statutory framework to support the Ocean Ranger Program in place.

We need the Ocean Rangers on board cruise ships to inspect and observe regularly to make sure these vessels do not discharge waste and chemicals into the open sea. Large corporations focus on profits, not protecting the ocean environment. They can pay for this program through set fees. Protecting Alaskan waterways and the fish therein is their responsibility.

Please stand with the communities in Southeast Alaska, the commercial fishermen, and all people who eat the fish harvested from these waters. Let's keep the Ocean Ranger Program in law.

Linda & Patrick Kelly 1974 Sonoma Crest Cir Anchorage 99516

Katherine & Jacob Kelly 5612 Heritage Heights Anchorage 99516

Dear Members of the Resources Committee,

The Ocean Rangers program is vital to our ability to keep our waters clean for both our use and the future of tourism in SE Alaska.

We must have some oversight of this massive industry, just as we have regulatory oversight of the mining industry. The incident in Glacier Bay National Park in September of 2018 when Carnival/ Holland America dumped 22,500 gallons of untreated grey water was a recent example of the blatant disregard for the health of OUR ecosystem and the ecosystem that is sustaining their business. Carnival alone was fined over \$60 MILLION in the three years prior to that dumping for other violations!

We are the stewards of these lands and waters and it is our responsibility to pass them on to the next generation as healthy and clean as possible.

Thank you for your service and serious consideration,

Maureen E. Moore  
3235 Bresee St. B2  
Juneau

Hello,

I adamantly oppose removal of the Ocean Rangers Program, Senate Bill 180/House Bill 303 . As a resident of Sitka, Alaska I value our pristine waters and the subsistence fishing and diving I do to feed my family and friends.

Sincerely, James Taggart

101 Toivo Cir  
Sitka, AK 99835  
c812-929-8899

The health of oceans is more important than letting cruise ships foul water. Please keep support for the Ocean Rangers.

Sincerely,  
Sally Gagné  
606 St. Andrews Lane  
Silver Spring, MD 20901



Senators - I urge you to kill this legislation, as it would eliminate Alaska's regulatory eyes and ears on the multitude of cruise ships that ply the marine waters off Alaska's coast.

Cruise ships are huge, floating resorts with marine diesel fuels operating all ship-board services. These ships generate A LOT of waste - trash, food waste, greywater, sewage, fuel combustion air pollutants, plastics, hazardous wastes. Packing 4,000 passengers and 2,000 crew on a ship generates tons of wastes & pollutants. As recently as 2018 and 2019, ADEC reported in-port observations of air opacity violations and oily sheen discharges into marine waters. By and large, the cruise industry has not demonstrated clean operating practices - in AK and globally.

The Ocean Rangers program is relatively simple. Place trained, professional AK observers onboard who have access throughout the ship. This is similar to the onboard federal fishery observers on ocean-going fishing vessels. The concept is simple: trust, but verify - with your own people.

Keep the Ocean Rangers program on the books and re-fund the program in 2022 as the cruise industry begins to recover from the Covid pandemic and returns to AK waters.

Thank you,  
Gretchen Keiser (former ADEC Wastewater Manager who led implementation of the original 2001  
Cruise Ship legislation in AK)  
3271 Nowell Ave.  
Juneau, AK 99801

Good evening,

I am writing to support the Ocean Ranger program. As a tourist who is in the planning stages of taking a cruise to Alaska, learning about the Ocean Rangers program made me more likely to put my money toward travel to your state--until I learned that the Rangers were no longer included on the cruise ships as of 2019 due to the decision of your Governor. Now I'm hearing that the entire program may be defunded, even though it was voted into existence by the people of your state, simply because the cruise industry doesn't want the Rangers to exist any more.

I am likely to cancel my plans and go elsewhere, and I will be telling my friends about what's happening, too. While Alaska has some of the most incredible natural beauty in the world, it isn't worth visiting if by doing so we are causing further harm to those waters. Ecotourism needs to include accountability, and if you support SB180 you are giving in to special interests against the will of the people--yet another example of greed taking precedence over democracy.

I urge you to not only reject SB180, but support the reinstatement of the full Ocean Rangers program, to include the presence of Rangers on cruise ships traveling to Alaska.

Thank you,

Rebecca Lexa, MA, OMN  
Foraging and Natural History Classes  
Nature Illustration  
<http://www.rebeccalex.com>  
<http://www.whatyouneedtoknowaboutnature.com>

Dear Senate Resources committee members, We, George and Lynne Jensen, residents of Gustavus, AK, are voicing our support for reinstating and funding the Ocean Rangers program for boarding cruise ships in order to monitor their activities for possible violation of dumping pollutants and sewage in our pristine waters and any other illegal activities which would harm our environment and marine wildlife. The cruise industry does not have a great track record for doing the right thing when it comes to protecting the Alaskan waters through which they sail.

We live in Gustavus in S. E. Alaska and remember well the “poophole loophole” one of the cruise lines used to dump sewage and toxic chemicals in the waters of Icy Straits right where we fish and whale watch.

We also remember well the “fairy log” used by one of the cruise lines to try and deceive the inspectors in Juneau by showing a false set of pipes and tanks and a fake log book recording false records about where and when they were dumping their sewage and toxic waste.

So, not a great record and definitely not a reason to trust the cruise lines not to continue those illegal activities. We wonder, if they have nothing to hide then why are they lobbying against and objecting to the Ocean Ranger inspectors?

Alaska is known for its clean waters, wild fish, whales and other sea life, and a breadbasket for communities along its coasts. Our fisheries rely on clean waters as do our native communities for their subsistence livelihoods.

Please reinstate and fund the Ocean Ranger program so that we can be assured that there will be no more cruise ship “poophole loopholes”, no more “fairy logbooks”, no more dumping of sewage and toxic waste into our pristine waters that we rely on for our livelihoods, subsistence and enjoyment.

Thank you for considering our testimony.

George Jensen and Lynne Jensen

PO Box 87

Gustavus, AK. 99826

There is a good reason Alaska residents support having Ocean Rangers on Cruise Ships.

Cruise Ships do not have a stellar record when it comes to caring for our environment. We need the Ocean Rangers to be our eyes and ears and serve as a deterrent for doing bad and an incentive for doing good. Please fund and support the Ocean Ranger program.

Sincerely,

Linda Kruger  
3042 Nowell Avenue  
Juneau, AK

[lindalaska2003@gmail.com](mailto:lindalaska2003@gmail.com)  
907-957-0335

I am in favor of keeping the Ocean Rangers. I do not understand how this program can be cut and the funds distributed elsewhere when Alaska voted this in.

What's the point of a vote if it can be cut with pressure from the cruise ship industry by accommodating politicians?

Our waters need to be kept clean. Our air needs to be kept clean. The cruise ship Industry has never policed it self.

This should require another vote to end this. Not money behind closed doors.

Thank you

Carolyn Nichols

Sitka Alaska

Senate Resources,

Help us keep our oceans clean by restoring and improving the Ocean Rangers Program. Cruise Ships are notorious for dumping waste into our precious waters and have racked up multiple fines when caught in the act. The Ocean Ranger program helps to protect our waterways by hiring Coast Guard certified marine engineers who serve as a deterrent to violations, and report when they observe violations. Spot checks in port are not enough to end the cruise ships' continued history of violations. Protecting our waters and our environment is of upmost important to our fisheries, our health, our wildlife, and our future.

Thank you,

Carol Race

312B Sixth St.

Juneau, Alaska 99801

[Racecarol@yahoo.com](mailto:Racecarol@yahoo.com)

907-209-9297

Please do not consider SB 180 but instead restore the funding for the Ocean Ranger program, as directed by Alaskan voters in 2006! This is an important program for our environment and well worth the money needed to fund it.

Regards,

Susan R. Patterson  
Juneau, AK  
Registered Voter and Veteran

Keeping the Ocean Rangers in state law is a top priority!! Let's give full funding to the program. The people of Alaska (including myself, living in Juneau, a popular place for cruise ships) want clean waters. Let's protect our waters.

Thanks,  
Mel Izard

Juneau, AK 99801



Hello,

I would like the Ocean Ranger Program to be reinstated as an active way to monitor the cruise ship industry. Years ago I was talking with a water quality engineer who worked for the cruise ship industry. He stated that Alaska had some of the best laws for protecting water quality. What he said was really important was that Alaska had enforcement of those regulations. That was why he was in Alaska, to make sure that cruise ships were meeting the standards.

The Dunleavy administration defunded the Ocean Rangers. I think this is a mistake. We need to protect water and air quality as it is impacted by the cruise industry. Keeping the Ocean Rangers in existence and in state law is a top priority.

Sincerely,

David Job  
160 Behrends Ave  
Juneau, AK 99801

I support full funding for the Ocean Rangers program and reinstating it as voted on by the people of Alaska. Cruise ships are large international corporations that have a history of polluting the worlds oceans. The Ocean Rangers program helps to keep them honest. DEC has had devastating budget cuts by the current Dunleavy Administration and will not be able to adequately monitor this industry. The Ocean Rangers program is paid for by the cruise industry. Their political lobbying to can it is a slap in the face to the people of Alaska who wish to protect our marine waters.

Sincerely,

Thomas Ely  
POB 1014  
Haines, AK 99827

In 2006, we Alaskans passed Ballot Measure 2 creating an Ocean Ranger program in the Department of Environmental Conservation which became law on December 17, 2006. Alaska was the first and only state to require U.S. Coast Guard licensed marine engineers to board vessels to act as independent observers monitoring State environmental and marine discharge requirements.

The Ocean Rangers are highly trained individuals who serve as watchdogs on the ships and monitor for many violations; wastewater, oily discharges, sanitation, plastics, safety, and air pollution from the exhaust scrubbers. The program is still law, and we were dismayed to see the governor defund it in 2019. And now Senate Bill 180/House Bill 303 would permanently strip the language that allows the program to continue. This is unacceptable. The cruise industry needs to be held accountable and we are asking you reinstate the program into FY 23 and beyond to protect our waters.

Thank you for the opportunity to comment.

Melanie Heacox  
Gustavus, Alaska 99826

I am a resident of Juneau and Tenakee Springs. I have lived in Alaska for almost 40 years. You were elected to represent the interests of the citizens of Alaska, not the cruise ship industry. Please do NOT support this bill.

Sent from Mary-Claire's iPhone

I oppose SB 180. We need to add the Ocean Rangers back asap, not delete them permanently.  
Jill Wittenbrader  
Kodiak Alaska

Sent from my iPad

I feel that the Ranger program is vital to preserving the health of the waters of Alaska. Our economy is based largely on fishing and tourism both of which depend on clear, clean ocean water. So please keep the Ranger program.

Sincerely,

Ruth Fulwiler

Please support the Ocean Rangers Program as a non-industry biased means to observe, monitor and document compliance with cruise line requirements that are in place to safeguard our water resources.  
Thank you, Kathleen Miller 45+ year Southeast Alaska resident

Dear Senate Resources Committee,

I recently learned that the SB180 will permanently strip the language empowering the Ocean Rangers out of state law. This is really depressing news and I do not support this law whatsoever. I am a Wasilla resident for nearly a year now and plan to live here for hopefully the rest of my life. I lived near Juneau for 6 weeks this past summer and plan to return again this upcoming summer.

Alaska's pristine beauty drew me to this great state and is why I want to stay. We need the Ocean Rangers to act on behalf of Alaskan citizens to ensure that cruises are upholding their ecological responsibility and do not harm wildlife. We all know that is not guaranteed based on cruise ship owners' good intentions. Profit and cutting corners are part of the business. So please, please do not let the SB180 bill pass. Keeping the Ocean Rangers in state law is 100% a priority for me and thousands of other Alaskan residents!

Thank you for your time.

Sincerely,  
Mary Claire McCarthy



I am writing to ask you not to support SB180. We need the Ocean Rangers the continue in state law and to be eventually restored, improved and made permanent.

Bonnie Demerjian  
PO Box 1762  
Wrangell, AK 99929

Dear Senate Resources Committee members,

Here is my plea that you defeat SB180 and keep the important Ocean Ranger program. Alasans by an overwhelming majority supported the initiative that created the Ocean Ranger program, a program that costs Alaskans nothing and in return provides enormous benefits to keeping our waters free of ship discharges. These effluents damage our fisheries. This is a "small price" we do not pay ourselves to protect our economic activities. Please support clean oceans and healthy fisheries at no cost to Alaskans.

Sincerely,

Margo Waring

11380 N. Douglas Hwy

Juneau, AK 99801

I urge retaining the observers. We need to protect our waters & air.

Stan Moberly  
Box 599  
Tenakee Springs AK 99841

Senator Kiehl,

Southeast Alaska Fishermen's Alliance (SEAFa) has not submitted comments on SB 180 as we wanted to watch the first hearing to see what DEC had to say about the program and UFA is having a conversation with Randy Bates of DEC about this legislation today. I can tell you that my members are very concerned about the cruise ship discharges, it would be helpful if the bill could be held for a little longer and possibly public testimony on it again next week.

Thank you

Kathy

Kathy Hansen

Executive Director

Southeast Alaska Fishermen's Alliance

1008 Fish Creek Rd

Juneau, AK 99801

Cell: 907-465-7666

[kathy@seafa.org](mailto:kathy@seafa.org)

[www.seafa.org](http://www.seafa.org)

I am writing from my home in Skagway Alaska where we are currently cleaning up decades of ore contaminants in our port facility. Getting to this phase of the clean up has been a long and exhausting process. Skagway is a major port of call for the Alaska Cruise Industry. Skagway has a small population of year round residents (about 900) yet we entertain thousands of tourists every day for five months of the year. Most of these visitors are cruise ship passengers. Our tiny port town is located at the end of a long fjord and has miles of coastline that is some of the most pristine land in the world. We reside within the northernmost reaches of The Tongass National Forest. This is our draw. This is what people who are fortunate enough to be able to afford a luxury cruise come to see. The cruise industry needs to be monitored because it has not practiced safe environmental standards in its history.

We demand that the cruise industry protect our pristine environment. We demand that Ocean Rangers continue to monitor the ships that call on our ports in Southeast Alaska. Our livelihoods and our health depend on it. Do not fall prey to pressure by outside parties to lessen the watch on these cruise ships. Listen to the testimony and read the letter by Chris Schnieder, who was an Ocean Ranger and has inside information on what goes on down in the hold of these ships. It's a dirty industry that we have somehow glamorized. The people need eyes on the ships and the Ocean Ranger Program should have your full support. Do not pass SB 180 which essentially eliminates the Ocean Ranger Program. This does not provide an acceptable level of protection for our people or our oceans and lands.

Sincerely,  
Denise Caposey  
Skagway, Alaska

Hello Senate Resources,

I live in Ak from 1988 till 2005. Working as an aircraft mechanic, graduating from UAA, and working for Northern Air Cargo, the Mark Air and finally for Alaska Airlines. I went back to UAA to get my nursing degree and worked for Providence Hospital till 2005.

I, like many Alaskan residents and tourists, enjoyed hiking, boating, fishing, etc. while living there. I have met many who have come to visit Ak as tourists and many of which took the Alaska Marine Ferry as part of their tours. I took several trips on it in the 1990's and enjoyed listening to, and asking questions of, the On Board Rangers. They acquired a group of listeners quickly when they spoke.

If the governor of Alaska can't come up with salaries for a couple of rangers for the tourist boats you definitely need to do a better job with your next recall efforts.

Oh, by the way, I remember talking with other mechanics in the early 90's about ditching the PFD, and making one time payouts to all qualified residents. Everyone that ever talked about this concept agreed to end the PFD to prevent people flooding in from California, the Phillipines and other South Sea areas. All those people have no interesting enjoying what Alaska offers such as hiking, camping, hunting and fishing. They "camp out" in their dingy apartments all year, especially Winter, shop lift, shoot each other from cars, sell drugs and have more babies just so they get higher PFD's. I can remember when the only shooting into a car was the when the kids from Wasilla shot into the car on the Glenn Highway then tried to kill the witness with a bomb to their mailbox. Other than that random violence there were only occasional drunk drivers and the beginnings of drug deals in the Wasilla Palmer Valley.

Sincerely,

John Torrey

Please make sure to support the Ocean Rangers SB 180 We can't keep Alaska Wild and beautiful if we don't police our industries such as cruise ships

Thank you

Sent from my iPhone

Please keep the Ocean Ranger program and return onboard monitors. I personally observed dumping in Icy Strait, and even now observe that the ships pause in the doughnut hole in Icy Strait. I want to know what they are offloading. I have seen floating fecal matter and toilet seat covers on my halibut grounds near the entrance of Glacier Bay.

I voted for this, the citizens of Alaska voted for it. Why do you think your votes are better than the whole electorate?

JoAnn Lesh  
Gustavus, Alaska.



Ladies and Gentlemen

I am not an Alaska resident.....But.....I am a cruise passenger looking forward to the pristine Alaskan waters

That your state, under your guidance, is so famous for.

The Ocean Ranger Program is essential to protecting Alaska waters and they do a lot more than just monitor wastewater discharge. They need to be reinstated, not cut.

If the Legislature is serious about wanting to protect Alaska waters, SB180 should be amended to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all of the ships, all of the time, and enough money to put into the fund to grant to local communities for shoreside needs. Otherwise, let this bill die.

You are the guardians of our Nation's last remnants of its original wild and natural beauty.

Sincerely,

Eric Jones

Senate Bill 180 should be amended to keep the Ocean Ranger Program and raise the passenger fee to \$20.00 to cover the cost.

We need onboard cruise ship monitoring. Alaskans voted for the Watchdog program in 2006, but Governor Dunlevy cut the funding for it.

The Ocean Ranger Program is essential to protecting our Alaskan waters because without it, cruise ships have illegally dumped wastewater.

Thank you for your work.

Sincerely,

Debra Kemp

Haines, Alaska

I am strongly opposed to this bill. Skagway and Southeast Alaska, my home, needs independent monitoring to prevent environmental destruction by cruise ships. This will happen without watchfulness, as the cruise ship industry has proven continuously.  
NO to SB 180 as written.

If the Legislature is serious about wanting to protect Alaska waters, SB180 should be amended to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all of the ships, all of the time, and enough money to put into the fund to grant to local communities for shoreside needs. Otherwise let it die.

Lynne Cameron and Susan Fredricks  
(907)612-2785  
P O Box 272  
Skagway, AK 99840

I support SB 180. Our community has been concerned about cruise ship waste water dumping for a long time. When DEC reports unsafe concentrations of fecal coliform on our beaches we all know it might be coming from the cruise ships. The beach contamination did not stop in 2020 when we had no cruise ships, showing the community that the problem was domestic sewage system leakage. But we still know that returning cruise ships are a possible source of contaminated water emissions. It is essential to continue monitoring the integrity and functioning of cruise ship waste water systems with onboard oversight to protect the public and to assure us that the source is not the cruise ships.

Larry Taylor, Jr.  
1320 Water Street  
Ketchikan, AK 99901  
(907) 538-7707

Dear Senate Resources Committee.

I am a long time resident of SE Alaska. I moved to Juneau in 1965. The cruise ship industry was not coming into Southeast Alaska until the mid-1980s. SE residents were in favor of tourism as a "Clean" industry that would be a source of revenue without polluting our waters, or forcing the destruction of fish and wildlife habitats by clear-cut logging of our valuable Tongass forest. We were more than naive. We SE residents had little knowledge or understanding of the cruise ship industry. We did not know then that this industry is one of the dirtiest and most exploitative of the natural environment and their workers. But we soon found out. As more ships began arriving we learned that grey water and black water was dumped into our clean waters, We also learned that paint, oil, photographic developer and dry cleaning fluid was also being dumped. Bags of garbage were also being thrown overboard. All this is documented in archives of the Juneau Empire, DEC and ADF&G.

The situation was serious and residents of SE Alaska through a public process implemented the idea of professional watch-dogs to provide onboard monitoring of what was happening on the cruise ships, thus the Ocean Rangers were born. The Ocean Rangers are critical to the oversight and regulation of an incredibly corrupt industry that now is being monitored, critiqued and in some cases banned from some ports world wide.

Under the extremely inept Dunleavy administration with Dunleavy himself as the host of a cadre of sycophants, who do not like the idea of any restraints on this large, extremely profitable industry who pollute as they sail into and out of our pristine waters. Keep the Ocean Rangers and do not pass this bad bill.

Sincerely,

Kathrin McCarthy, 414 3rd St. Juneau Ak. 99801

907-635-0051

For nearly fifty years, I have called Alaska home. I have been in the restaurant business and guide business and recognize the value of the cruise ship industry in our state.

In order to sustain this valuable resource and ensure a wild and clean Alaska for today and tomorrow's visitors, we Must keep the Ocean Rangers on the cruise ships.

Thank you for your time.

Deborah Marshall  
907-314-0981

Hello,

I am a constituent who has lived in Juneau, Alaska for the past 28 years. I depend on clean ocean water for nutritious food that my family and I harvest from the sea. I depend on the wilderness for my well being. I depend on the forest that is nourished by the salmon that live in the ocean. I depend on you to maintain and improve the health of our state, and this means protecting Alaskan waters.

Please do not eliminate the Ocean Rangers program. I want the cruise ship industry to be closely monitored and held accountable for their actions, not only when they are in port in our hometown or in other ports in other towns, but also when they are out on the ocean.

Keep the Ocean Rangers in the law and do everything you can to restore funding in 2023 and improve this program for the health and well being of all Alaskans and all visitors to our beautiful state.

Do the right thing; do not eliminate this program. Our lives literally depend on it.

Sincerely,

Diane Rossmiller  
8844 N Douglas Hwy  
Juneau, AK 99801  
907-723-0235

I live in Sitka, and we are facing a season of unprecedented numbers of cruise ships. It is vital that we minimize their impact on our environment by continuing the Ocean Rangers program, which voters passed in 2006. The people of Alaska support this program. It is not right to end it.

Thank you.

Kathryn Kyle  
2213 Sawmill Creek Rd.  
Sitka, AK 99835



Dear Committee Members,

I am writing about Governor Mike Dunleavy's bill that would permanently eliminate Alaska's Ocean Ranger program — our cruise ship watchdogs. Gov. Dunleavy stripped out Ocean Ranger funding in the 2019 budget effectively eliminating this important program. Now, the governor and our DEC Division of Water want permanent protection for an industry known to pollute our waters. In 2006, Alaskans realized the need to protect our waters--nothing has changed. The major cruise lines have all been convicted of felonies which endanger our aquatic resources and dump fecal coliform in our harbors. Please protect our fisheries, mariculture and port communities.

Sincerely,

Margo Waring

11380 N. Douglas Hwy

Juneau, AK 99801

AK Senators,

I support full funding for the Ocean Rangers program, voted for and implemented by the people of Alaska and paid for by the cruise industry. This program is essential to keeping the cruise industry honest and protecting our maritime waters. The industry has had many violations in Alaska and without the program it may be back to business as usual.

Let's take the politics and corporate political favors out of this and do what the people of Alaska voted for, a program to protect our pristine marine ecosystem and our billions of dollars commercial fishery economy. Please revive the Ocean Rangers program to its full duty.

Sincerely,

Thomas Ely  
POB 1014  
Haines, AK 99827

To all concerned,

I would remind everyone, our oceans are in peril. Anything we can do to help keep the water clean should be done. The tourists come on these ships to see Alaskas beauty. Not to see dead fish, and wildlife on the beaches. If we want the tourists to continue to come here we should be doing everything we can to save the beauty of Alaska, not Sh-ting on it!

Thank you

Richmond Tolles

Haines, Alaska

99827

I am writing to urge you to keep the Ranger program to monitor cruise ships. Clean water is important to all of us. We do not want garbage in the Chanel.

Sincerely,  
Ruth Fulwiler

Sent from my iPhone

Honorable Senators of the Resources Committee,

As a 42 year Southeast Alaska resident, having worked in the Land Use and Tourism industries, I am wholly in support of the voter approved! Ocean Ranger program and ask that you reinstate the funding for fiscal year 2023 and onward. We need their knowledgeable eyes and ears on all of the large cruise ships that ply our pristine waters. There have been numerous violations by various cruise ships and the program is a win-win for our state!

Sincerely,

Jeff Sloss  
15775 Glacier Hwy  
Juneau, AK. 99801

Protecting Alaska's waters is of paramount importance for many reasons and the Ocean Rangers program is an essential part of achieving this for now and the future.  
I ask that you support full long-term funding for this program.

Thank you,  
Maureen Knutsen  
PO Box 134  
Naknek, AK 99633

The Ocean Ranger Program is essential to protecting Alaska waters and they do a lot more than just monitor wastewater discharge. They need to be reinstated, not cut.

Ocean Rangers provide critical deterrence and widespread monitoring of an industry with a bad history and well-deserved reputation for pollution. The issue doesn't stop with Princess Cruises and Carnival Cruise Line — Norwegian Cruise Lines and Royal Caribbean Cruise Lines have both had felonies.

If the Legislature is serious about wanting to protect Alaska waters, SB180 should be amended to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all of the ships, all of the time, and enough money to put into the fund to grant to local communities for shoreside needs. Otherwise, let this bill die.

Please serve the Alaskans you were elected to represent. The people of Alaska depend on you.

Sincerely,  
Mary-Claire Bernstein  
1890 Glacier Ave. #204  
Juneau, AK 99801

I support having Ocean Rangers to monitor the discharge of cruise ship discharges. I feel the Rangers perform an important role for the industry.

Sincerely,  
K. Murphy  
Juneau.



Dear Senate Resources Committee,

I am writing to urge you to oppose SB180. This bill would delete the Ocean Rangers program from state law – a program that was enacted by the voters of Alaska to protect our waters from cruise ship pollution.

The Ocean Ranger Program is essential to protecting Alaska waters and it does a lot more than just monitor wastewater discharge, Ocean Rangers need to be expanded, not cut completely.

If the Legislature is serious about wanting to protect Alaska waters, you should amend SB 180 to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all cruise ships, all of the time, and enough money to put into the fund to grant to local communities.

Thank you for considering my comments.

Sincerely,  
Maya Rainey  
Fairbanks, AK 99709

Dear Senate Resources Committee,

I am writing to urge you to oppose SB180. This bill would delete the Ocean Rangers program from state law – a program that was enacted by the voters of Alaska to protect our waters from cruise ship pollution.

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Thank you for considering my comments.

Sincerely,  
Ann Yates  
Anchorage, AK 99503

Dear Senate Resources Committee,

I am writing to urge you to oppose SB180. This bill would delete the Ocean Rangers program from state law – a program that was enacted by the voters of Alaska to protect our waters from cruise ship pollution.

The Ocean Ranger Program is essential to protecting Alaska waters and it does a lot more than just monitor wastewater discharge, Ocean Rangers need to be expanded, not cut completely.

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Thank you for considering my comments.

Sincerely,  
Jerimy Sapalo  
Anchorage, AK 99503



My name is Karen Severson and I accompany my husband Mark on our fishing vessel Odin out of Petersburg.

As commercial fishermen traveling to and from the fishing grounds, we have seen an increase in pollution by the cruise industry, both water and air. The summer of 2019 was very concerning. The mixing zone between Chatham Straights and Frederick Sound where it is legal for cruise ships to dump their grey water, was streaked with blackish foamy water pollution miles long. The hillsides were lined with blue smoke that clung to the trees for days.

Southeast waters are where we fish for salmon, halibut, crab, shrimp, dig for clams or collect seaweed. This is our livelihood and our way of life and the practices of the cruise industry are a threat.

Carnival Corporation was fined \$40,000,000 in 2017 and put on a 5 year probation. They were fined \$20,000,000 in 2019 and fined again in 2022, another \$1,000,000 for violating their probation.

DEC hopes that their dock side inspections will deter the cruise industry from illegally dumping, and that the cruise ships will self report any violations that occur; this is not realistic considering their long history of violations. The electronic monitoring of open or closed discharge valves that DEC is promoting will not communicate what the product or condition of the product is that is being dumped into Alaskan waters.

The Ocean Rangers are highly trained individuals who serve as eyes and ears on ships to monitor for many violations; wastewater, oily discharges, sanitation, plastics, safety and air pollution from exhaust scrubbers.

We need Ocean Rangers "shoes on deck" to hold the cruise industry accountable. We can support the Tour Industry and protect Alaska.

We ask that the legislature amend SB 180 to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all of the ships, all of the time, and enough money to put into the fund to grant to local communities.

Also please reference the "Open Letter by Commercial Fishermen" previously sent to you with other concerned fishermen signatures.

Thank you for your time.

FV Odin Inc.

Karen and Mark Severson - Petersburg AK

Senator Joshua Revak and Committee Members,

I am a commercial fisherman and a native Alaskan. I can still remember the days when we had no cruise ships and the waters of southeast Alaska were as pristine as could be. To keep it that way we need to double down on the ocean ranger program and keep SB 180.

Maybe we need to do more such as up the passenger fee to 22.00 dollars a head so we can support the ocean ranger program and also provide funds for grants to local communities so they can also be involved in protecting any pollution issues that may arrive.

As a small commercial fishing vessel of only 58 feet, I am required to have an observer ( similar to an ocean ranger) on my vessel at least 30% of the time monitoring our operation providing food and sleeping quarters at my expense, so I see no issues for a large cruise ship to provide for the ocean rangers program.

Lets keep the Ocean Ranger program alive.

Bill Connor

Dear Senate Resources Committee,

I am writing to urge you to oppose SB180. This bill would delete the Ocean Rangers program from state law – a program that was enacted by the voters of Alaska to protect our waters from cruise ship pollution.

The Ocean Ranger Program is essential to protecting Alaska waters and it does a lot more than just monitor wastewater discharge, Ocean Rangers need to be expanded, not cut completely.

If the Legislature is serious about wanting to protect Alaska waters, you should amend SB 180 to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all cruise ships, all of the time, and enough money to put into the fund to grant to local communities.

Thank you for considering my comments.

Sincerely,  
Caroline James  
Washington, DC 20036

Dear Legislator,

I am writing to urge you to oppose SB180. This bill would delete the Ocean Rangers program from state law – a program that the voters of Alaska enacted to protect our waters from cruise ship pollution.

The Ocean Ranger Program is essential to protecting Alaska waters and it does a lot more than just monitor wastewater discharge. The Ocean Rangers program should be expanded, not cut completely.

If the Legislature is serious about wanting to protect Alaskan waters, you should amend SB 180 to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all cruise ships, all the time, and enough money to put into the fund to grant to local communities.

Thank you for considering my comments.

Sincerely,  
Luciana Pardo  
Juneau, AK 998018036

Port Alexander, Chatham Strait, Southeast Alaska, May 1998:

I'd walked out early to the point to see the waves crashing on the wild rock formations - I'd try to peer through the gaps in the weather at the formidable Cape Ommaney, huge, high waves were marching up Chatham Strait - fetched up the Pacific Ocean from Antarctica. It was a crazy scene of fast moving storm clouds and spray driven so fast it hurt to face it. I was lured out to the edge - the terrific majesty of it - the small towers (hoodoos) of rock beaten into unreal twisted shapes. At my feet in the eddies by the shore, hundreds of liquor bottles were being battered against each other with "household" waste from a "cruise" ship. Used diapers, condoms, a syringe, cans and plastic containers of all kinds. It was all fresh - the labels were clean - it had to have been released just the night before.

In conversation back on the dock in Wrangell, I found out that this was not news. A fisherman friend told me of having to pull his net through a mass of sewage that had been released in Sumner Strait - he knew it came from a "cruise" ship because he could still see the ship disappearing on the horizon. He had been moved to write to you. I think he was part of the movement that put this Bill into place back in 2006.

I am getting older. I know that I will not be throwing myself into the wind so much. I'll likely not be able to report on environmental injustice as first hand. I'd like to grow old knowing that we fixed this.

It is mandated that Wrangell's (and most communities in SE's) garbage has to go by barge and railway to Eastern Washington to be safely buried - we pay dearly for this, yet holding Carnival and Disney and the others accountable for their waste and trash is having to be defended?

Please fund the watchdog effort. It is, like having oil-spill response in Prince William Sound, a necessary expense.

Tim Murray

Wrangell



Dear Senate Resource Committee,

We are writing to you today telling you to stay vigilant and amend SB 180.

To re-instate the Ocean Ranger Program and keep Ocean Rangers on all ships at all times. Unfortunately, we cannot rely on the Cruise Ship Industry to monitor themselves. From what we have personally witnessed from both water to air pollution.

It is not unreasonable to charge a fee of \$20.00 or more per passenger to cover the necessary expenses for the Ocean Ranger Program to be in place on all ships all the times. And to build a fund to cover whatever shore based programs are needed in communities to accommodate the needs of the Cruise Ship Industry. One ship alone has a greater passenger capacity than the population of most of our communities in Southeast Alaska. Our communities have infrastructure in place based on our year round population and cannot handle the masses (sewage) that are being thrown our way by the cruise ship industry for 5 months out of the year.

Our waters are relied upon for many, many user groups in SE Alaska. From charter fishing, commercial fishing, subsistence lifestyles and large and small tour ship operations. We have always been proud of our pristine waters. We are not against tourism, we want our users to be good stewards of our water and air. We have always been able to hold a balance with nature. With the introduction of the large cruise ships and more and more visiting each year, it has become very apparent more needs to be done, not less.

As this is done in the commercial fishing industry. Fisherman pay a tax for NOAA to monitor them while at sea. With cameras or observers on deck.

And I am certain that if the riders of the cruise ships knew what was happening with the so called grey water, the passengers would be applauded.

Listen to your constituents, people who live here and raise their families, not to the cruise ship lobbyists.

A vote against the Ocean Rangers is telling your constituents that their voice doesn't matter. Because the people are the ones who voted for the program in the first place.

Respectfully,

Ladd and Brenda Norheim

Commercial Fisherman

Life Long Alaskans

Dear Senators for the people of Alaska,

I see SB 180 as an effort by the Governor and his minions to benefit the bottom line of a very dirty industry (one that felony convictions for their disregard for Alaskans).

If the Legislature is serious about wanting to protect Alaska waters, SB180 should be amended to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all of the ships, all of the time, and enough money to put into the fund to grant to local communities for shoreside needs. Otherwise, let this bill die.

Kent Barkhau

837 Lincoln st

Sitka, AK

Dear Representatives,

I'd like to voice my support of keeping the Ocean Rangers Program intact to keep the accountability up for cruise ships plying our waters. There is much at stake, and it seems we are at critical capacity with the sheer number of visitors this season. I was born and raised in Sheet'ka (Sitka) and have worked in the tourism industry for the past nine years as a naturalist/expedition leader on boats ranging in size from 10-450 count guest capacity.

Even with environmental monitoring programs in place, mistakes happen, like the accidental dumping of waste by a large cruise ship in Glacier Bay a few years back. Without a monitoring program in place, it is highly probable that more illegal disposals and harmful marine practices will take place. Tourism is on the rise, as is the mariculture industry, and it is important to keep Alaska's waters pristine for all to enjoy.

Thank you for your time,

Larisa Manewal

907-738-5832

[28fathom@gmail.com](mailto:28fathom@gmail.com)

Dear Honorable Senators,

As you should know, and as you will certainly hear from other residents of coastal communities, the Ocean Ranger Program is essential to protecting Alaska waters. It is a program that should be reinstated, and possibly even expanded. The program has a benefit of having been funded not from General Funds, but from a vessel berth fee paid by cruise ships who come to Alaska to observe and enjoy our abundant natural resources. The number and size of these vessels has increased dramatically over the years, creating enormous potential for future violations.

If the Legislature is serious about wanting to protect Alaska waters, amend SB 180 to keep the Ocean Rangers. Raise the per passenger fee to insure adequate revenue for a well-funded program that places rangers on all of the ships, all of the time. The City of Gustavus has proposed it be a \$20 fee so that additionally, there would be enough money to endow a grant fund designated for aiding local communities in upgrading wastewater treatment.

Alaska is home to abundant commercially, culturally and environmentally important marine life. Not protecting this resource is foolish at best and criminally negligent at worst. This is not the crusade of a hysterical few. Violations have been evident in observed black, foamy water reported by numbers of fisherman. Bacteria counts in harbors have been noted at elevated levels. The concerns about water quality and the sustainability of marine life are timely and well-founded.

New legislation does not provide adequate funding to insure the scenario being proposed adequately protects resources and identifies violations. It also removes the rights of citizens to bring suit against violators, and lacks a public reporting system. Stiff penalties for noncompliance should be included in any proposed legislation, to serve as damages for and disincentive to any illegal discharge or spill occurring from inadequate vessel maintenance, operation and procedures.

Fishermen are raising concerns over extensive pollution that they have seen in the waters of Southeast Alaska, and for maintaining the Ocean Ranger program. That one industry group would be advocating regulation of this type for another industry is telling.

Finally, the proposed grant program designed to assist in wastewater treatment solutions has been recognized by municipalities as being insufficient to deal with concerns, and would need to be strengthened in the proposed legislation.

The bottom line is that the Ocean Ranger program as it has been operating should be continued, not gutted.

Respectfully,

Cynthia Lagoudakis  
Peetersburg, AK

Dear Legislator,

I am writing to urge you to oppose SB180. This bill would delete the Ocean Rangers program from state law – a program that the voters of Alaska enacted to protect our waters from cruise ship pollution.

The Ocean Ranger Program is essential to protecting Alaska waters and it does a lot more than just monitor wastewater discharge. The Ocean Rangers program should be expanded, not cut completely.

If the Legislature is serious about wanting to protect Alaskan waters, you should amend SB 180 to keep the Ocean Rangers and raise the per passenger fee to \$20 to have adequate money for a well-funded Ocean Ranger program, with rangers on all cruise ships, all the time, and enough money to put into the fund to grant to local communities.

Thank you for considering my comments.

Sincerely,  
Betsy Jumper  
Bethel, AK 995592273

Dear Legislator,

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Thank you for considering my comments.

Sincerely,  
Maureen Knutsen  
Naknek, AK 996330134

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Thank you for considering my comments.

Sincerely,  
Thea Whitehead  
Wasilla, AK 996545602