

Alaska Association of Harbormasters and Port Administrators



RESOLUTION NO. 2017-2

A RESOLUTION OF THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS IN SUPPORT OF SENATE BILL 92: AN ACT RELATING TO ABANDONED AND DERELICT VESSELS

Whereas, hundreds of derelict vessels currently litter Alaska's coastline and harbors and these numbers will increase every year unless action is taken to address aging fleets and changing commercial fisheries; and

Whereas, in the past two years alone there have been numerous derelict vessel situations that have cost the state, municipalities, and the federal government considerable expense, including two ex-Navy tugs in Adak, abandoned barges in Steamboat Slough near Bethel, and the tug Challenger that sunk off Juneau,

Whereas, the Alaska Association of Harbormasters and Port Administrators recognizes the widespread costs and then environmental and navigational risks for both municipalities and the state associated with derelict vessels; and

Whereas, neighboring states have dramatically strengthened their derelict vessel prevention laws in the past five years to better prevent, track and manage derelict vessels, including raising fees to support state management of derelict vessels and requiring vessel insurance; and

Whereas, in 1990 the Alaska legislature passed a resolution acknowledging the need to better understand and address the existing and growing problem of derelict vessels around the state; and

Whereas, the State of Alaska has outdated statutes regarding derelict vessels which lack the ability to track vessel owners, agency enforcement authority, statewide coordination of response, funding or vessel insurance requirements; and

Whereas, in 2013 the AAHPA supported the creation of the ad-hoc derelict vessel task force which includes representatives from state and federal agencies as well as the AAHPA, regional tribal representatives, federal and state legislative offices, and private industry; and

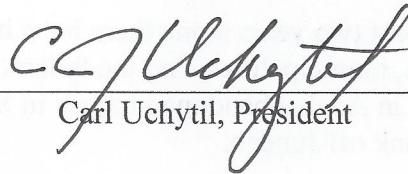
Whereas, over nine full-day meetings, the task force developed thoughtful, robust and meaningful proposed changes that will help all stakeholders around the state, including harbor facilities, better address and prevent derelict vessels; and

Whereas, this will help our members protect harbor infrastructure, keep valuable moorage space in our harbors available, and will prevent unsustainable economic, environmental and navigational hazards; and

Whereas, the proposed changes will improve communication and coordination between Alaska's harbors and state and federal agencies, directly leading to decreased costs associated with managing derelict vessels.

Now therefore be it resolved that the Membership of the Alaska Association of Harbormasters and Port Administrators fully supports the passage by the state legislature of Senate Bill 92.

Passed and approved by a duly constituted quorum of the Alaska Association of Harbormasters and Port Administrators on this 5th day of October, 2017.



Carl Uchytel, President

ATTEST:

Rachel Lord

Rachel Lord, Executive Secretary

Alaska Association of Harbormasters and Port Administrators



RESOLUTION NO. 2019-2

A RESOLUTION OF THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS ENCOURAGING AUTOMATIC REGISTRATION FOR VESSELS ACTIVE IN THE ALASKA CFEC DATABASE.

Whereas, the Alaska Association of Harbormasters and Port Administrators represents small boat harbors and ports across Alaska's coast and rivers; and

Whereas, derelict vessels are a large and growing problem at all of our communities, resulting in increased costs to the public, environmental, and navigational hazards; and

Whereas, defining ownership and holding individuals responsible for their vessels has been identified as one of the top barriers to effective management to prevent derelict vessels; and

Whereas, in 2018 the legislature passed Senate Bill 92, the Derelict Vessel Act; and

Whereas, in addition to substantially re-writing and updating AS30.30, the derelict vessel chapter of state statute, SB92 addressed tracking vessel ownership through changes to AS05.25; and

Whereas, these changes expand vessel registration requirements in Alaska effective January 1, 2019 and, similar to Washington and other states, Alaska now requires federally documented vessels to also be registered with the state Department of Motor Vehicles; and

Whereas, the State of Alaska did not inform the newly regulated community nor do any outreach of any kind in advance of this change; and

Whereas, active fishermen around the state were caught unaware, and raised the fact that their vessels are already in the Commercial Fisheries Entry Commission Database; and

Whereas, the intent of SB92 was to better track vessel ownership in Alaska regardless of its engagement in a fishery and across the life of the vessel which is best accomplished through state registration; and

Whereas, vessel registration should be simple, creating minimal added burden to help effectively address the problem of identifying vessel ownership; and

Now therefore be it resolved that the Membership of the Alaska Association of Harbormasters and Port Administrators recommends an update to Alaska state statute directing vessels active in the Commercial Fisheries Entry Commission Vessel Database be automatically issued Alaska vessel registration numbers, and that the CFEC and the Division of Motor Vehicles create a system for information sharing to this end.

Passed and approved by a duly constituted quorum of the Alaska Association of Harbormasters and Port Administrators on this 3rd day of October, 2019.

ATTEST:



Rachel Lord, Executive Secretary



Carl Uchytel, President