

**ALASKA STATE LEGISLATURE
SENATE RESOURCES STANDING COMMITTEE**

January 31, 2025

3:30 p.m.

MEMBERS PRESENT

Senator Cathy Giessel, Chair
Senator Bill Wielechowski, Vice Chair
Senator Matt Claman
Senator Forrest Dunbar
Senator Scott Kawasaki
Senator Shelley Hughes
Senator Robert Myers

MEMBERS ABSENT

All members present

COMMITTEE CALENDAR

PRESENTATION(S): LEASING ISSUES ON THE NORTH SLOPE BY DEPARTMENT OF NATURAL RESOURCES (DNR) AND DEPARTMENT OF LAW (DOL)

- HEARD

PREVIOUS COMMITTEE ACTION

No previous action to record

WITNESS REGISTER

JOHN CROWTHER, Deputy Commissioner
Division of Oil and Gas
Department of Natural Resources
Anchorage, Alaska

POSITION STATEMENT: Co-presented the Department of Natural Resources (DNR) and Department of Law (DOL) report Leasing Issues on the North Slope.

MARY GRAMLING, Chief Assistant Attorney General
Oil and Gas Section
Department of Law
Juneau, Alaska

POSITION STATEMENT: Co-presented the Department of Natural Resources (DNR) and Department of Law (DOL) report Leasing Issues on the North Slope.

ACTION NARRATIVE

[3:30:53 PM](#)

CHAIR GIESSEL called the Senate Resources Standing Committee meeting to order at 3:30 p.m. Present at the call to order were Senators Dunbar, Kawasaki, Myers, Hughes, Claman, and Chair Giessel. Senator Wielechowski arrived thereafter.

PRESENTATION(S) : DEPARTMENT OF NATURAL RESOURCES LEASING ISSUES
UPDATE

[3:31:25 PM](#)

CHAIR GIESSEL announced the presentation, Leasing Issues on the North Slope by Department of Natural Resources (DNR) and Department of Law (DOL). She explained that she invited Department of Natural Resources (DNR) and Department of Law (DOL) to present to the committee the state's defense regarding permission to use roads on the North Slope to access oil and gas resources. She explained the history of the disputed road use permissions:

- A small company built a road and a pad to access the Mustang lease.
- ConocoPhillips established the Willow lease, a significant oil find in the National Petroleum Reserve of Alaska (NPRA), located in the Kuparuk River unit.
- The Pikka unit, initially developed by Oil Search Alaska (OSA) (now Santos), is speculated to be as large as Prudhoe Bay and requires access through the Mustang road and part of the road to ConocoPhillips' Kuparuk River unit.
- Controversy arose over Santos' use of the ConocoPhillips-built road, leading to a decision by the Commissioner of the Department of Natural Resources (DNR) in December 2022, granting Santos a miscellaneous land use permit.
- ConocoPhillips appealed the decision, leading to a court ruling in November 2024 that reversed the DNR's decision, granting ConocoPhillips full rights to the road and the ability to charge for its use.

CHAIR GIESSEL said the resources committee would not seek to interfere with the court decisions, but that it was important

for the committee to know the state's stance on this state property rights issue.

[3:38:07 PM](#)

SENATOR MYERS noted for the record that, though there was no technical conflict of interest because there was not a bill being discussed, his livelihood depended on and was directly related to the roads and the companies involved in the lawsuits that were the subject of the presentation.

[3:39:05 PM](#)

JOHN CROWTHER, Deputy Commissioner, Division of Oil and Gas, Department of Natural Resources, Anchorage, Alaska, began the presentation, Leasing Issues on the North Slope by Department of Natural Resources (DNR) and Department of Law (DOL). He said that there would be limitations on what could be shared with the committee because the matter was pending appeal in the Supreme Court.

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CHAIR GIESSEL said the two companies [involved in the road use proceedings] were negotiating over the use of the road(s) and any fees that might be appropriated. She explained that those negotiations were separate from the lawsuit which addressed a more fundamental issue of the shared use of facilities on the slope. She emphasized that sharing the use of existing facilities on the North Slope would significantly reduce the cost of [oil and gas] production.

[3:40:26 PM](#)

SENATOR MYERS commented that environmental impact would also be reduced by the shared use of facilities.

CHAIR GIESSEL concurred.

[3:40:38 PM](#)

MR. CROWTHER moved to title slide 1:

[Original punctuation provided.]

Leasing Issues

Senate Resources Committee

Presented by:

John Crowther, Deputy Commissioner, Department of Natural Resources

Mary Gramling, Chief Assistant Attorney General, Alaska Department of Law January 31, 2025

MR. CROWTHER said the presentation would focus on the state's defenses, and the history of administrative and judicial activities. He emphasizes the need to protect the state's litigation positions and interests during negotiations and highlighted the importance of avoiding actions that could exacerbate disputes or create on-ground issues. He stressed the critical near-term state interest in ensuring the winter construction season could proceed without delays and expressed appreciation for the workers on the ground and their professionalism and cooperation during the ongoing dispute. He emphasized DNR's and Department of Law's commitment to being constructive with all parties involved in the dispute.

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MR. CROWTHER outlined the presentation plan:

- Review two visual slides [maps] to orient the committee about where the roads in dispute are located on the north slope.
- Review the history of administrative decisions and court actions as well as the expected process for the supreme court appeal.
- Present statements of state's interest and efforts to protect them.
- Answer questions from the committee.

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MR. CROWTHER moved to slide 2, "Appendix D from MLUPNS 22-001". He said the map on the slide was included in the permit application for access corridors filed by Santos Alaska. He pointed out the Kuparuk River Unit (KRU), owned and operated by ConocoPhillips and said it had significant production volumes and was very important to the state. He also noted the Pikka Unit and Colville River Unit (CRU) and said Santos was immediately working on the Pikka Unit, also shown on the map.

MR. CROWTHER said the colored lines on the map indicated the existing road network, the access corridors that were the subject of the permit application [to which the map applied].

[3:45:15 PM](#)

SENATOR DUNBAR said the map was difficult to read and asked which of the roads on the map were in dispute.

[3:45:28 PM](#)

MR. CROWTHER said there were a couple of reasons that the [existing] roads would need to be used. He said there was very limited road infrastructure on the north slope for a variety of reasons:

- minimize environmental impact
- high cost and challenge of developing roads
- history of road development

MR. CROWTHER detailed the routes necessary to reach the Pikka Unit as well as to transmit equipment, supplies and commodities and said it was DNR and DOL's understanding that these needs were the reason the Santos permit included all the road networks in the permit application.

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SENATOR MYERS referred to the 2023 budget, in which the Alaska Industrial Development and Export Authority (AIDEA) received the Mustang Road as part of a bankruptcy settlement with one of the previous developers at the Mustang pad. He said the road was given to the state as part of the developer's yearly dividend back to the state. He asked whether the state still owned the Mustang road.

[3:48:11 PM](#)

MR. CROWTHER explained that the appropriations provisions were outside the direct authority of the Department of Natural Resources (DNR) but said the legislature included general language regarding AIDEA's annual dividend payment to the state and the appropriations did not alter any substantive law and did not direct AIDEA to make a transfer of the road. He said AIDEA sold the full suite of Mustang LLC assets to a third-party operator, which is now in production and using the road and facilities, benefiting the state. He said there were disputes related to the easement that were resolved through mutual assent between the parties. He said there were no active disputes or issues with the respective easements at present.

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SENATOR KAWASAKI asked whether the different colors of the roads on the map indicated different owners or operators.

[3:50:05 PM](#)

MR. CROWTHER said the document was prepared by Santos and he could not provide the reason for the different colors. He noted that the colors divided the access corridors into segments that have natural purposes or destinations. He pointed out the blue

and red segments and said those road portions went to mine sites. He suggested that a company might have a license or authorization to receive materials from those sites and the ap may have been indicating the use or purpose of that segment, but he said he was not sure.

[3:50:50 PM](#)

MR. CROWTHER moved to slide 3 titled, North Slope Leases and referring to the map on the slide, provided an overview of the North Slope, including the Federal coastal plain (1002 area) in the east and the National Petroleum Reserve in the west. He highlighted currently leased lands, with different colors indicating different lease owners at different stages of development and production.

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SENATOR KAWASAKI expressed appreciation for the colorful illustration of the leases. He noted the Daniel Donkel and Andrew Bachner areas and asked whether those leases were currently being held or producing.

[3:53:38 PM](#)

MR. CROWTHER drew attention to the colored leases that were outlined with navy blue. He said those were leases that had been unitized and were under active joint production and management. He then pointed out areas that were not outlined and said those areas were relatively new, had not yet seen [production] activity and were called exploration units.

He said the areas [Daniel Donkel and Andrew Bachner] outside of the Pt. Thompson Unit had not yet been unitized, but that the state was reviewing the unit application and working through administrative and legal disputes related to those leaseholds.

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SENATOR KAWASAKI noted the movement to unleash America's and Alaska's energy resources. Considering these current leases and the duty to develop with oversight by DNR, he asked whether the leaseholders were actively moving toward production or holding leases for various reasons.

[3:55:57 PM](#)

MR. CROWTHER answered that there had been significant activity on the North Slope. He said leaseholders were forming new exploration units and that these often involve well commitments for further exploration. He said there was a spectrum of activity on all the leases, from initial exploration to

unitizing to continued reinvestment for more development on long-standing leases.

[3:57:04 PM](#)

MR. CROWTHER introduced Mary Gramling and moved to slide 4:

[Original content provided.]

Timelines

- March 28, 2022
Department of Natural Resources issues Miscellaneous Land Use Permit North Slope 22-001 to Santos/Oil Search Alaska (OSA) Alaska
- Dec. 1, 2022
Commissioner's decision denying ConocoPhillips' appeal
- Dec. 30, 2022
ConocoPhillips files administrative appeal in superior court (3AN-22-09828CI)
- Dec. 17-18, 2024
Superior court order, stay of vacatur of permit until Jan. 16, 2025
- Dec. 23, 2024
State appeals and files for stay (S19332)
- Jan. 14, 2025
Supreme Court denies stay without prejudice
- Current Status
Awaiting transcript and record from superior court to set briefing schedule

[3:57:15 PM](#)

MARY GRAMLING, Chief Assistant Attorney General, Oil and Gas Section, Department of Law, Juneau, Alaska, reviewed the timeline for litigation over leasing issues. She noted that the current litigation was still in active litigation and very early in the case. She said her comments would focus on information and background.

[3:58:44 PM](#)

MS. GRAMLING expanded on the timeline outlined on slide 4. She explained that the litigation is over the permit for Oil Search Alaska (OSA) to access land in the Kuparuk River Unit. Conoco Phillips opposed the permit, which was initially approved and then appealed. The state and Oil Search Alaska (OSA) are defending the permit, with the state appealing an adverse

Superior Court decision. The Alaska Supreme Court denied the stay motions without prejudice, allowing for reconsideration if access is physically blocked. The case is awaiting the Superior Court record, expected by February 3, after which briefing orders will be issued, typically 30 days later.

[4:02:57 PM](#)

SENATOR CLAMAN asked whether the attorney general was representing the case in-house or retaining outside counsel.

[4:03:05 PM](#)

MS. GRAMLING said representation was in-house. She said she was one of the lead attorneys at the superior court level and at the appeals level she would be assisting Ms. Laura Fox from Department of Law's appellate division.

[4:03:21 PM](#)

SENATOR DUNBAR asked for clarification regarding ownership of the land and what legal instrument was used to allow Mustang or Conoco to build and use the roads, under what conditions.

[4:04:15 PM](#)

MS. GRAMLING answered that the roads were built over time and there is a mismatch of authorization. She said the specific road segment, indicated in purple on the map [slide 2], was initially built outside the [Kuparuk River Unit] and holds a non-exclusive 1982 permit, allowing for other uses during construction. The state's stance is that Conoco's leases within the unit only grant exclusive rights for oil and gas extraction, not for other purposes, reflecting the varying governing documents and plans of operations across different areas.

[4:05:34 PM](#)

SENATOR DUNBAR asserted that it is not in question that the state owns the land. He expressed hope that the current litigation will be resolved in a manner that allows the Pikka project to move forward in a timely manner. He asked if there are efforts underway to craft language that will allow companies to build roads on state lands and specify that, in the future, the company may be required to share the road. He sought to discover a means to avoid future misunderstandings.

[4:06:42 PM](#)

MR. CROWTHER affirmed the importance of the question and said the state maintains its stance that the current reservations in leases are sufficient for past actions. He acknowledged the need for clarity in future unit agreements and authorizations

regarding the scope of reservations, particularly as they apply to specific issues like road access. He said the state was looking to provide more precise definitions in future documents to avoid ambiguity, while the current discussions are based on the existing language and documents.

[4:07:33 PM](#)

SENATOR KAWASAKI asked if there was a chance that, under agreements currently in place, some of the existing roads would be accessible and others not.

[4:07:57 PM](#)

MR. CROWTHER said the state believes the reservations in leases apply to all roads, regardless of the lease period. He acknowledged that additional authorizations might provide more clarity for certain roads regarding the department's authority to allow multiple uses. However, he cautioned that the matter was under appeal and chose not to comment further.

[4:08:46 PM](#)

SENATOR MYERS noted that Oliktok Point was on the [purple road depicted on slide 2] and asked whether it was known what the agreement between Conoco and [Italian oil company] Eni was for the use of the road.

[4:09:04 PM](#)

MR. CROWTHER said he did not believe the terms of commercial agreements between those parties was public, but that a private agreement allowing that operator to have access to that road network did exist.

[4:09:55 PM](#)

SENATOR DUNBAR said it was his understanding that the ConocoPhillips position was not to deny access, but to receive compensation for access. He asked whether it was known how far apart Santos and ConocoPhillips were in determining fair compensation for use of the disputed roads. He asked whether DNR knew the specific dollar amounts of the negotiations.

[4:10:39 PM](#)

MR. CROWTHER said the record does involve discussion of past negotiations between the companies but chose not to comment specifically. He noted that the negotiations were private and there were likely elements that the state was unaware of. He said the record showed there had been ability to manage access and agreement that the operational costs associated with access need to be shared. He said there was dispute over what might be

called a capital access fee, the value associated with having access to the roads.

[4:11:38 PM](#)

SENATOR DUNBAR acknowledged that DNR could not share exact dollar amounts or the current position of the entities in litigation, however, he asked whether the amount was more likely to be hundreds of thousands of dollars, millions of dollars, or tens of millions.

[4:11:55 PM](#)

MR. CROWTHER said there were specific numbers in the public record, and he was cautious about quoting them to avoid misstatements. He expressed the state's opposition to an unrestrained right to exclude, which he asserted would grant unlimited authority to set access terms, including commercial ones, contradicting the state's reservations and lease agreements. He suggested that these terms were not aligned with the state's interests.

[4:12:38 PM](#)

SENATOR HUGHES asked whether ConocoPhillips was maintaining the road and bearing the costs to maintain it.

[4:12:49 PM](#)

MR. CROWTHER affirmed that ConocoPhillips was maintaining the road and he acknowledged the significant cost.

[4:12:58 PM](#)

SENATOR HUGHES asked whether there had been similar disputes on the North Slope or if the current dispute was precedent-setting.

[4:13:10 PM](#)

MR. CROWTHER said the North Slope experienced stepped-out development, beginning with Prudhoe Bay followed by the Kuparuk River Unit and then the other fields accessible by a year-round permanent road. He said the state was not aware of insoluble disputes between parties to access the road network to date on those fields. For the other fields, the agreements for access were relatively perfunctory and some involved broader commercial agreements for other facilities, services and commercial cooperation. He said DNR was not aware of a commercial dispute about road access that included significant commercial terms for access fees, or that had not been able to reach a private agreement.

[4:13:37 PM](#)

SENATOR WIELECHOWSKI joined the meeting.

4:14:21 PM

SENATOR HUGHES suggested there had been past arrangements that included fees for the use of roads that were built by one company on state land and paid by another. She asked whether that was true.

4:14:38 PM

MR. CROWTHER said he was not aware of an agreement solely [for the use of the road]. He said he was aware of fees paid from one company to another for a suite of services that included road access, but not exclusively for road access. He said the Prudhoe Bay roads have involved liability and registration and use scheduling terms but have not included significant commercial terms.

4:15:12 PM

SENATOR CLAMAN appreciated the challenge of testifying to a committee on a matter in litigation and noted that it probably wouldn't require litigation if there weren't significant dollar amounts involved. He suggested that the Supreme Court's decision on the matter could influence future investments on the North Slope, indicating the broader impact on corporate expenses and strategic decisions on the North Slope.

4:16:23 PM

MR. CROWTHER affirmed the characterization of the current litigation. He took the opportunity to discuss DNR's perspective on assessing and protecting the state's interests, including protecting state rights, maximizing development, and ensuring investment. He highlighted the importance of slope-wide access and the impact of access terms on resource value and development. He discussed the environmental footprint, focusing on reducing duplicative road networks and surface development. He said the attractiveness of exploration activity was crucial for high lease bonus bids, which impact state revenue. He emphasized that commercial feasibility and the predictability of access terms are important for investor confidence and project economics. He noted the importance of fair, transparent, and consistent terms in commercial agreements and the state's role to ensure long-time operators and new leaseholders can access resources with confidence. He reiterated DNR's preference that disputes be resolved through private commercial agreements.

4:21:01 PM

SENATOR CLAMAN noted that the state's interest would likely be to have the least number of roads with the least amount of environmental activity and the most possible access to resources possible. He observed that the perspective of a company holding a lease who incurs the expense of building a road to access resources would be disadvantaged if subsequent leaseholders are able to use the road the first company built. He noted the difficulty of the state's position to ensure fairness among the leaseholders and the burden of creating access while minimizing the number of roads.

[4:22:28 PM](#)

MR. CROWTHER concurred that DNR had a complex, important and sensitive role to consider all these factors. He noted that the companies involved were making investments based on expectations about the returns for their activity. He said it was important that the state maintain a reputation for having predictable, enforceable and foreseeable terms. He said the state viewed its administrative decisions to date as fully consistent with the reality that ConocoPhillips maintains the primary and exclusive purpose of recovering oil and gas on the Kuparuk River Unit with their road network. He said other uses of the roads could lead to unreasonable interference [of ConocoPhillips' production], and it would be appropriate, whether through a permit or commercial agreement, to avoid that interference. He also said the state needed to do everything possible to have a balanced environment that promotes activity and return on investment for all operators, whether they're a new entrant or a current operator.

[4:23:55 PM](#)

CHAIR GIESSEL expressed her concern about the possibility that these disputes could set precedent and erode Department of Natural Resources (DNR)'s authority and oversight of the state's resources. She referred to a superior court finding in November 2024 that said, "DNR has no legal basis or authority to grant a third party the right to use ConocoPhillips' leasehold improvements by permit or other means, even though they are built on state land. Granting Oil Search Alaska (OSA) the right to use ConocoPhillips leasehold improvements also constitutes an impermissible taking under the US and Alaska constitutions." She characterized the court finding as dramatic in terms of the authority of DNR and what the leases grant to the companies. She said the finding was the reason for this hearing.

[4:25:08 PM](#)

SENATOR KAWASAKI shared his concern that even lower amounts [fees companies would be required to pay for road or other facilities] could be impactful for providing fair access to commercial interests. He asked how to ensure fairness for newer entrants to the market. He further asked whether, in the future, the state would still consider fair access to facilities [for producers] to be the main goal.

[4:27:13 PM](#)

MR. CROWTHER emphasized DNRs constitutional obligation to maximize their authorities for the development of the state's resources. He said that applied to all producers and noted the significance of new entrants such as the Santos and Repsol partnership in bringing new volumes online. He said the economic activity and throughput generated by these projects are directly beneficial to the state.

[4:28:29 PM](#)

MR. CROWTHER acknowledged the concern about broader facility access and noted that the dispute at hand was about surface roads, and the analysis and arguments presented today were centered on this specific issue. He addressed the unique nature of surface roads compared with other facilities. He expressed confidence that the statutes governing access to pipelines, AS 38.35, and the Regulatory Commission of Alaska (RCA) oversight were comprehensive and a source of comfort.

[4:30:02 PM](#)

SENATOR MYERS noted that ConocoPhillips testified in court that their costs to maintain the road were \$10-20 million per year. He said they also mentioned property taxes on the road but did not provide a dollar amount. He asked whether DNR could provide that figure.

[4:30:36 PM](#)

MR. CROWTHER said he was not qualified to comment on property tax status of the facilities. He said DNR viewed the authorities in dispute and under litigation as stemming from the leases issued from DNR and not related to property taxes. He suggested that Department of Revenue (DOR) could answer that question.

[4:31:39 PM](#)

SENATOR WIELECHOWSKI asked whether the state intended to pursue a Supreme Court decision if the commercial parties independently resolved their dispute.

[4:32:00 PM](#)

MR. CROWTHER said the permit specifies that if a commercial agreement is met between the parties, the permit terminates. He noted that the attorney general is not controlled or contained from pursuing litigation he deems appropriate.

[4:32:36 PM](#)

SENATOR WIELECHOWSKI encouraged pursuit of the case to provide certainty going forward.

[4:32:58 PM](#)

SENATOR WIELECHOWSKI asked whether future lease terms had been modified to prevent similar disputes in the future and he asked whether the legislature should seek to pass legislation to prevent that end.

[4:33:17 PM](#)

MR. CROWTHER said Department of Natural Resources (DNR) was seeking to clarify language in leases or in unit agreements to limit ambiguity in the future. He noted that DNR maintained there was not ambiguity in the relations and the permit issued and in place was sufficient. He said DNR believed they did have the authority to address this issue in the future and is not necessary for a new or discreet authority of the department to exercise the reservations or clarify them.

[4:34:14 PM](#)

SENATOR WIELECHOWSKI noted that there was a court decision saying otherwise and that it would be prudent to be proactive and pass some legislation. He asked whether DNR would work with legislators to craft some language and possibly make it retroactive.

[4:34:29 PM](#)

MR. CROWTHER noted the leases at issue were long-standing leases and the unit agreements had been in place a long time. He said the scope and process of retroactive action might include significant legal constraints. He said, moving forward, even if the judge's opinion stands, DNR believed they had broad authority to issues leases with clear language that includes this reservation. He said the interpretation questions that appeared to be the foundation of the judge's decision originated from lease language that DNR has the authority to expand with existing statutory authority.

[4:35:30 PM](#)

SENATOR MYERS asked whether the decision as written gave ConocoPhillips the authority to deny use of the roads for traffic headed to Pikka.

[4:35:56 PM](#)

MR. CROWTHER said the decision says the state does not currently have the ability to authorize access to those roads and thus, its is theoretically possible the roads could be entirely blocked.

[4:36:21 PM](#)

MS. GRAMLING added that the superior court decision vacated the permit that allowed access and vacated the commissioner's decision denying the appeal, and so, in that context, any other agreements the parties may have are independent of [the superior court decision].

[4:36:48 PM](#)

SENATOR MYERS confirmed that ConocoPhillips can deny use of the roads to access Pikka. He asked whether Santos could get permits to build another road.

[4:37:27 PM](#)

MR. CROWTHER said DNR could authorize surface use and could issue permits for other roads. He said the most significant thing would be the operational expense and time associated with [building a new road]. He reiterated that it was a critical core state interest that this construction season is not delayed in any way. He said there were commitments by all involved parties that there would be no action leading to delays.

[4:38:13 PM](#)

SENATOR CLAMAN asked, if ConocoPhillips and Santos were to reach agreement and render the pending lawsuit moot, would the state asking the court to proceed be considered an exception to the mootness doctrine.

[4:39:06 PM](#)

MS. GRAMLING said it was premature to comment. She noted the outstanding attorneys' fees issue and the various mootness factors. She said that it would be for the attorney general to decide.

[4:39:28 PM](#)

SENATOR CLAMAN noted that when pipelines are at issue, the original builder would be compensated for other users to have access as regulated by the Regulatory Commission of Alaska

(RCA). He asked whether a similar mechanism could be developed for the use of roads on the North Slope.

[4:40:47 PM](#)

MR. CROWTHER said DNR does not have direct authority for surface use as it does for pipeline. He said DNR views its leasing authorities as being for the exclusive and comprehensive recovery of oil and gas. The capital recovery for surface rights that are ancillary to that is done through the full development and production of oil and gas and the [financial] return from that.

[4:42:15 PM](#)

SENATOR WIELECHOWSKI asked whether ConocoPhillips was asking the state to pay their attorneys' fees.

[4:42:24 PM](#)

MS. GRAMLING said that, at the superior court, ConocoPhillips did move for the attorney's fees under the appellate rules, which is twenty percent. She said they asked the state to pay approximately \$169,000. The state, due to its appeal before the Alaska supreme court, has requested that the attorney's briefing be stayed.

[4:43:00 PM](#)

SENATOR WIELECHOWSKI asked how much the state might be at risk to pay for attorneys' fees if the case goes to the supreme court.

[4:43:16 PM](#)

MS. GRAMLING said the Alaska supreme court typically does not have attorneys' fees for this sort of case. She said the Alaska supreme court sometimes allowed limited costs under the appellate rules, but the main [attorneys'] fees would be from the superior court litigation if [ConocoPhillips] prevails.

[4:44:28 PM](#)

There being no further business to come before the committee, Chair Giessel adjourned the Senate Resources Standing Committee meeting at 4:44 p.m.