

ALASKA STATE LEGISLATURE
SENATE TRANSPORTATION STANDING COMMITTEE

March 20, 2025

1:35 p.m.

MEMBERS PRESENT

Senator Jesse Bjorkman, Chair
Senator Löki Tobin, Vice Chair
Senator Jesse Kiehl
Senator Mike Shower

MEMBERS ABSENT

Senator Bert Stedman

COMMITTEE CALENDAR

SENATE JOINT RESOLUTION NO. 12

Urging the United States Congress and the National Oceanic and Atmospheric Administration to address outages of National Data Buoy Center stations.

- HEARD & HELD

SENATE BILL NO. 104

"An Act relating to the transfer of a title on the death of the owner; and providing for an effective date."

- HEARD & HELD

SENATE JOINT RESOLUTION NO. 11

Urging the United States Congress to enact a Jones Act waiver to facilitate transportation of domestic liquefied natural gas between ports in the state.

- HEARD & HELD

PREVIOUS COMMITTEE ACTION

BILL: SJR 12

SHORT TITLE: NOAA BUOY OUTAGES

SPONSOR(s): SENATOR(s) DUNBAR

02/26/25	(S)	READ THE FIRST TIME - REFERRALS
02/26/25	(S)	TRA

03/20/25 (S) TRA AT 1:30 PM BUTROVICH 205

BILL: SB 104

SHORT TITLE: VEHICLES/BOATS: TRANSFER ON DEATH TITLE

SPONSOR(s): SENATOR(s) KAWASAKI

02/19/25 (S) READ THE FIRST TIME - REFERRALS

02/19/25 (S) TRA, STA

03/20/25 (S) TRA AT 1:30 PM BUTROVICH 205

BILL: SJR 11

SHORT TITLE: JONES ACT WAIVER FOR LNG SHIPS

SPONSOR(s): SENATOR(s) MYERS

02/26/25 (S) READ THE FIRST TIME - REFERRALS

02/26/25 (S) TRA

03/20/25 (S) TRA AT 1:30 PM BUTROVICH 205

WITNESS REGISTER

SENATOR FORREST DUNBAR, District J
Alaska State Legislature
Juneau, Alaska

POSITION STATEMENT: Sponsor of SJR 12.

JOHN GUTHRIE, Maritime Operations Project Manager
Prince William Sound Regional Citizens Advisory Council
(PWSRCAC)
Valdez, Alaska

POSITION STATEMENT: Testified by invitation on SJR 12.

SENATOR SCOTT KAWASAKI, District P
Alaska State Legislature
Juneau, Alaska

POSITION STATEMENT: Sponsor of SB 104.

JENNA COLQUHOUN, Staff
Senator Scott Kawasaki
Alaska State Legislature
Juneau, Alaska

POSITION STATEMENT: Answered questions on SB 104.

LINDA HUBERT, Agent
New York Life Insurance Company
Fairbanks, Alaska

POSITION STATEMENT: Testified by invitation on SB 104.

ABIGAIL O'CONNOR, Attorney
O'Connor Law LLC
Anchorage, Alaska

POSITION STATEMENT: Testified by invitation on SB 104.

SENATOR ROBERT MYERS, District Q
Alaska State Legislature
Juneau, Alaska

POSITION STATEMENT: Sponsor of SJR 11.

MEAD TREADWELL, Chief Executive Officer (CEO)
Qilak Liquefied Natural Gas (LNG)
Lloyd's Energy
Anchorage, Alaska

POSITION STATEMENT: Testified by invitation on SJR 11.

ACTION NARRATIVE

[1:35:18 PM](#)

CHAIR BJORKMAN called the Senate Transportation Standing Committee meeting to order at 1:35 p.m. Present at the call to order were Senators Tobin, Kiehl, Shower, and Chair Bjorkman.

SJR 12-NOAA BUOY OUTAGES

[1:36:16 PM](#)

CHAIR BJORKMAN announced the consideration of SENATE JOINT RESOLUTION NO. 12 Urging the United States Congress and the National Oceanic and Atmospheric Administration to address outages of National Data Buoy Center stations.

[1:36:24 PM](#)

CHAIR BJORKMAN solicited a motion.

[1:36:26 PM](#)

SENATOR TOBIN moved to adopt the committee substitute (CS) for SJR 12, work order 34-LS0449\H, as the working document.

[1:36:40 PM](#)

CHAIR BJORKMAN found no objection and CSSJR 12 was adopted as the working document.

[1:37:10 PM](#)

SENATOR FORREST DUNBAR, District J, Alaska State Legislature, Juneau, Alaska, introduced SJR 12. He paraphrased from the following sponsor statement:

[Original punctuation provided.]

SPONSOR STATEMENT

SJR 12: NOAA BUOY OUTAGES

SJR 12 calls attention to a small but important piece of federal infrastructure: National Data Buoy Center meteorological stations. Weather buoys provide important data points for forecasting models and real time observations that are critical to safe fishing and navigation in coastal Alaska. They inform mariners decisions on when to leave harbor and when to return.

Of particular concern is the Seal Rocks Buoy in Prince William Sound. The Coast Guard relies on this station to determine if conditions in Hinchinbrook Entrance are safe for the transit of laden oil tankers departing the Alyeska Terminal in Valdez. Like many other NDBC meteorological stations in Alaska, the Seal Rocks Buoy has experienced lengthy service outages in the last few years, including the entirety of last winter. Currently, it has been non-functional since October 2024. Without this station, the Coast Guard must rely on spot reports from passing ships and data from more distant stations to estimate conditions in Hinchinbrook Entrance.

This situation is dangerous. Hinchinbrook Entrance is narrow; if a tanker were to lose control there would be very little time to prevent it from grounding. Attaching a tow line or performing any other rescue operations is very difficult in high winds and waves.

If a tanker did ground in bad weather, Prince William Sound would experience a repeat of the Exxon Valdez disaster. This would be devastating for the local environment, fisheries, and tourism. It would cost the state and federal government tens of billions of dollars to clean up. When the stakes are this high, it is essential that safety equipment like the Seal Rocks Buoy kept in service.

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SENATOR DUNBAR continued to paraphrase from the sponsor statement for SJR 12:

[Original punctuation provided.]

SJR 12 will convey this information to Alaska's Congressional delegation and the National Oceanographic and Atmospheric Administration, the parent agency of NDBC. It will ask NOAA to restore reliability to NDBC and Seal Rocks Buoy service and ask Congress to ensure NOAA has the resources to do so. At a time when federal agencies and services are under threat, it is important to remind decision-makers that these functions are critical to Alaska.

1:39:45 PM

JOHN GUTHRIE, Maritime Operations Project Manager, Prince William Sound Regional Citizens Advisory Council (PWSRCAC), Valdez, Alaska, gave a brief overview of PWSRCAC. He stated that oil from the EXXON Valdez can still be found on the beaches throughout the region and briefly discussed the negative impacts the EXXON-Valdez oil spill had on wildlife and residents of the affected communities. He stated that the Prince William Sound has one of the most comprehensive oil prevention systems in the country and described this system. He said that weather information in remote locations is critical to the safe transportation of oil in the region. He noted that PWSRCAC is primarily focused on the prompt maintenance of buoys that aid in oil spill prevention and response; however, he acknowledged that those stations provide weather information that increases safety for a wide range of maritime activities.

MR. GUTHRIE expressed particular concern for the weather buoy at Seal Rocks, which has been functional for only 35 days over the past year and a half. He briefly explained the ways that weather impacts safe travel through the area. Data from the buoy allows the Coast Guard to accurately determine when the passage at Hinchinbrook Entrance should be closed. When buoy data is not available, the Coast Guard must rely on data compiled from less accurate sources. He expressed concern about the safe passage of oil tankers and accompanying tugboats in high winds and waves.

1:42:02 PM

MR. GUTHRIE stated that having an operational Seal Rocks buoy is critical to ensuring that loaded tankers and escort tugboats are only in Hinchinbrook Entrance when winds and seas are below the closure limits. He reiterated that all National Data Buoy Center (NDBC) buoys in Alaska provide an invaluable service. The Seal Rocks Buoy is of particular importance as it is a key component to the oil spill prevention system in the Prince William Sound.

He emphasized that the risk of another oil spill increases whenever the buoy is not working.

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SENATOR SHOWER asked about buoy maintenance.

[1:43:58 PM](#)

MR. GUTHRIE replied that PWSRCAC submitted a National Data Buoy Center (NDBC) funding request through Senator Murkowski's office. PWSRCAC is primarily focused on the buoys that impact oil transportation. He explained that NDBC funds those buoys, though they do occasionally rely on USCGC Fir (WLB-213), the Coast Guard buoy tender located in Cordova. Sometimes a vessel is chartered to perform maintenance work.

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SENATOR SHOWER suggested that Senator Sullivan would also be a good contact.

[1:44:55 PM](#)

SENATOR KIEHL agreed that the sensors and systems around Valdez are important. He emphasized the importance of ensuring that all buoys in the state are functional, as this increases the safety of those on the water.

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SENATOR DUNBAR responded to Senator Shower's comment. He stated that Senator Sullivan is one recipient of SJR 12. He then turned to Senator Kiehl's comment and expressed agreement. He explained that SJR 12 applies to all buoys throughout the state. He emphasized that buoy maintenance is a statewide life safety issue. He pointed out that some members of Congress may not understand Alaska's unique needs and the ways in which Alaskans rely on the National Oceanic Atmospheric Administration (NOAA) and the National Weather Service. He opined that it is important to communicate those needs to Congress.

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CHAIR BJORKMAN emphasized the importance of buoy data reports to ensure the safety of all navigators.

[1:47:59 PM](#)

[CHAIR BJORKMAN held SJR 12 in committee.]

[1:48:01 PM](#)

At ease.

SB 104-VEHICLES/BOATS: TRANSFER ON DEATH TITLE

[1:48:44 PM](#)

CHAIR BJORKMAN reconvened the meeting announced the consideration of SENATE BILL NO. 104 "An Act relating to the transfer of a title on the death of the owner; and providing for an effective date."

[1:49:10 PM](#)

SENATOR SCOTT KAWASAKI, District P, Alaska State Legislature, Juneau, Alaska, Sponsor of SB 104, introduced himself.

[1:49:18 PM](#)

JENNA COLQUHOUN, Staff, Senator Scott Kawasaki, Alaska State Legislature, Juneau, Alaska, introduced herself.

[1:49:22 PM](#)

SENATOR KAWASAKI paraphrased from the sponsor statement for SB 104:

[Original punctuation provided.]

**Senate Bill 104
Sponsor Statement**

"An act relating to the transfer of a title on the death of the owner; and providing for an effective date."

The death of a family member is a difficult experience for any person. It is an emotional process we all have or will face that drains an individual's stamina and motivation. Add to that the legal complications and costs this familial absence inflicts on a household, it is no wonder that a death in the family is one of the most stressful events in a person life. Going through the probate process can cost a family thousands, potentially tens of thousands of dollars in legal and filing fees at a time when an individual is less able to cope with such financial pressure. SB 104 would provide an option for Alaskans to alleviate such pressures when a loved one passes.

SB 104 aims to continue the work of the Uniform Real Property Transfer on Death Act (URPTDA). This piece of legislation passed in 2014 with unanimous support from both the House and the Senate and created the Transfer on Death (TOD) deed, which allows for nonprobate

transfers of real property. TOD deeds allow Alaskans to select a beneficiary who will receive the property at their passing and removes that property from the process of probate which can take anywhere from 6 months to several years to complete. At this time, a TOD deed cannot be issued for boats and other vehicles for which the DMV issues titles. SB 104 would ameliorate this situation.

This piece of legislation would continue the ongoing effort to reduce costs and stress of probate for Alaskans by creating a streamlined service through the DMV through which any Alaskan can designate beneficiaries for both vehicles and boats by filling out a simple form. With this TOD deed, an Alaskan would be able to gain access to a vehicle or boat much faster than if they had to go through the probate process. This may seem like a moot point but consider a situation where a family runs a fishing business from their family boat. That boat is a crucial part of the business and not being able to use it for even a month could lead to bankruptcy. SB 104 would be a ensure such a situation would not happen.

The TOD titles will be available for all boats and vehicles for which the DMV provides titles, which also includes some mobile manufactured homes under AS.45.29.102(66). The program would be self-sustaining though the fees collected from the individuals who file for the TOD deeds.

At no cost to the state, SB 104 will allow countless Alaskans to pass down boats, vehicles, and some manufactured homes to beneficiaries with more ease and will help simplify the potentially complicated, costly, lengthy, and painful process of probate following the death of a loved one.

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SENATOR TOBIN noted her previous work experience helping individuals craft estate plans for charitable giving and commented that the transfer of assets is complicated in Alaska. She asked about potential associated costs, e.g. slip fees for boats, and whether these would transfer to the new owner.

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MS. COLQUHOUN shared her understanding that all encumbrances and liens associated with a particular boat or vehicle would be transferred to the beneficiary with the transfer on death (TOD) title.

[1:53:02 PM](#)

SENATOR KIEHL directed attention to page 3, line 17 of SB 104 and asked whether a beneficiary who disclaimed their interest in the boat or vehicle would be free from associated fees.

[1:53:42 PM](#)

MS. COLQUHOUN shared her understanding that if the beneficiary disclaims the boat or vehicle, they would be free from any associated fees.

[1:54:06 PM](#)

SENATOR SHOWER noted the difference between a will and a trust and asked whether trusts should be included. He wondered how SB 104 would change if trusts were included. He shared his understanding that trusts are simpler.

[1:54:58 PM](#)

MS. COLQUHOUN deferred the question.

[1:55:31 PM](#)

LINDA HULBERT, Agent, New York Life, Fairbanks, Alaska, said that she is not qualified to answer the question of whether trusts should be included.

[1:56:47 PM](#)

SENATOR KIEHL directed attention to page 3, line 5 of SB 104, which states that a title obtained via TOD is effective without consideration. He shared his understanding that this means the person to whom the title is transferred is not required to pay. He asked if there is a problem with consideration of any kind while the owner is alive. He offered examples to illustrate his question. He asked if this would impact the efficacy of TOD.

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MS. COLQUHOUN replied that "without consideration" means that the beneficiary does not need to be notified that they are the TOD beneficiary. She explained that the TOD title does not impact the owner's ability to make decisions related to the vehicle prior to their death. If the owner sells the boat or vehicle, the associated TOD title is void.

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SENATOR KIEHL acknowledged that page 3, lines 2-3 states that the beneficiary does not need to be notified or to accept the TOD title to be effective. He directed attention to page 3, line 5 and reiterated his understanding that "consideration" refers to monetary consideration. He asked for clarification.

[1:58:39 PM](#)

MS. COLQUHOUN clarified that, with respect to monetary consideration, the TOD beneficiary would not have to pay for the TOD deed. This responsibility lies with the TOD owner. If the owner sold the associated vehicle, the TOD beneficiary would not receive any of the monetary consideration.

SENATOR KIEHL offered a hypothetical scenario to illustrate his question. He asked whether the phrase "without consideration" could potentially invalidate a TOD title due to a previous financial consideration.

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MS. COLQUHOUN replied that she did not have the answer and said she would provide this information at a later time.

[1:59:54 PM](#)

SENATOR SHOWER commented that the distinction of what occurs while the owner is alive versus after the owner's death relates to his earlier question of whether to include trusts in SB 104. He asked to consider this further when that question is addressed.

[2:00:12 PM](#)

CHAIR BJORKMAN announced invited testimony on SB 104.

[2:00:29 PM](#)

ABIGAIL O'CONNOR, Attorney, O'Connor Law LLC, Anchorage, Alaska, testified by invitation on SB 104. She expressed support for this legislation. She said that vehicles pose significant challenges for estates and offered examples to illustrate this. She stated that SB 104 provides a solution for those challenges. She emphasized that these changes would make Alaskans lives easier and reduce the stress that surviving family members experience after the death of a loved one.

[2:03:23 PM](#)

MS. O'CONNOR turned her attention to questions. In response to a question related to beneficiary disclaiming the interest, she explained that a beneficiary can disclaim a gift. If this happens, the vehicle is passed on to the estate, as if the

beneficiary had predeceased the car owner. With respect to a trust being treated as beneficiary, she explained that (as written) SB 104 would allow this. However, for liability purposes, she does not generally advise clients to place vehicle or boat titles in the name of their trust. With respect to consideration, she offered an example of someone buying a future interest to illustrate the question and opined that this would be highly unusual. She opined that it would be more likely for someone to pay the vehicle owner in order to become co-owner of the vehicle; in this case, the title would automatically transfer on death (without a TOD title). She said she does not believe the language related to consideration would cause any challenges.

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SENATOR SHOWER wondered whether it would be better to define "trust."

[2:07:46 PM](#)

LINDA HUBERT, Agent, New York Life Insurance Company, Fairbanks, Alaska, testified by invitation on SB 104. She gave a brief history of her work in the life insurance industry in Alaska. She emphasized that a TOD title is a revocable decision. She opined that a TOD title makes sense and would solve problems for many. She emphasized the importance of creating greater ease for those in remote locations. She emphasized the importance of estate planning, which she said can be a difficult process. She pointed out that vehicles and boats often place an estate into probate and SB 104 would avoid this. She reiterated that simplifying the process creates greater ease throughout this process and expressed her support of SB 104.

[2:11:32 PM](#)

CHAIR BJORKMAN led a chorus of "Happy Birthday" for Senator Kawasaki.

[2:12:03 PM](#)

CHAIR BJORKMAN held SB 104 in committee.

[2:12:05 PM](#)

At ease.

SJR 11-JONES ACT WAIVER FOR LNG SHIPS

[2:15:24 PM](#)

CHAIR BJORKMAN reconvened the meeting and announced the consideration of SENATE JOINT RESOLUTION NO. 11 Urging the

United States Congress to enact a Jones Act waiver to facilitate transportation of domestic liquefied natural gas between ports in the state.

[2:15:50 PM](#)

SENATOR ROBERT MYERS, District Q, Alaska State Legislature, Juneau, Alaska, paraphrased from the following sponsor statement for SJR 11:

[Original punctuation provided.]

SJR 11 ver. A - Sponsor Statement

JONES ACT WAIVER FOR LNG SHIPS

"Urging the United States Congress to enact a Jones Act waiver to facilitate transportation of domestic liquefied natural gas between ports in the state."

Alaska is a natural resource rich state with two main oil and natural gas producing fields in the Cook Inlet and the North Slope. However, the Alaska Department of Natural Resources has projected significant shortfalls in the Cook Inlet natural gas supply beginning in 2027. While the construction of a natural gas pipeline will connect the abundant supplies of natural gas from the North Slope to Alaskans, the economic costs of the pipeline has delayed construction for almost five decades. Current projections for the gas line construction indicate it will not be operational until 2031. This places Alaska in a predicament of possessing abundant natural gas resources while facing an energy crisis due to its inability to access the stranded natural gas. Two import terminal projects are already being planned to bridge that gap.

While the construction of the natural gas line is the preferred long-term solution to the energy crisis and to market Alaska's natural gas for export, several possibilities have been discussed to sell our natural gas on the world market, including shipping gas directly off the North Slope. But if that option is used, it would place Alaska in the precarious position of selling our gas without being able to use it ourselves because of the restrictions in the Jones Act. The Jones Act requires vessels transporting cargo between U.S. ports to be built in the United States, be mostly crewed by American merchant sailors, and be at least 75 percent U.S. owned. Currently, there are

no large-scale Jones Act-compliant LNG tankers in the world. This prevents the state from transporting LNG to Alaskan ports by sea.

Congress has previously granted waivers for the Jones Act due to the lack of qualified vessels and natural disasters. In 2010, Congress granted a waiver to allow foreign-flag vessels used in the anchoring of oil rigs in the Beaufort or the Chukchi Sea. In addition, the current Presidential Administration is favorable to the development of Alaska's natural resources including LNG and its domestic imports.

The state of Alaska is facing an imminent and acute need to stabilize its LNG supply to ensure its domestic energy security and future economic prosperity. SJR 11 respectfully urges the United States Congress to recognize Alaska's contributions to national energy security and to enact a Jones Act waiver that facilitates the urgent transportation of domestic LNG between Alaskan ports until Jones Act-compliant vessels are available. Fundamentally, SJR 11 seeks to allow Alaska to utilize its own domestic natural gas during this energy crisis.

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SENATOR MYERS said that Puerto Rico recently received a natural gas shipment that was made possible by a Jones Act waiver.

[2:20:24 PM](#)

MEAD TREADWELL, Chief Executive Officer (CEO), Qilak LNG, Lloyd's Energy, Anchorage, Alaska, testified by invitation on SJR 11 and emphasized that this legislation is focused on bringing gas to Alaska. He noted several attempts to bring gas to market and briefly discussed these. He said there is interest in Alaska gas, both within Alaska and outside of the state. With respect to US-built icebreakers, he said that it would cost approximately \$300 million to build a single US-built ice breaker for use on the North Slope. He briefly discussed how the Korean company Hanwha could be instrumental in building those ships in their US shipyard. He commented that it may be cheaper to build an icebreaker than a pipeline. He indicated that one US-built icebreaker may be a possibility. He briefly discussed potentially reflagging foreign vessels for use.

[2:23:54 PM](#)

MR. TREADWELL discussed the benefits of shipping Alaskan gas within the state. A trans shipping facility in Dutch Harbor has also been discussed. He emphasized the importance of SJR 11. He noted a previous short-term waiver (2011) and said this would be a long-term waiver (similar to the waiver received by Puerto Rico) that would allow gas to be shipped while the ice breaker was under construction. He shared that he has testified before Congress several times in support of US Coast Guard icebreakers in the Arctic. He briefly discussed this, providing examples and prices of the polar security cutters. He said the goal is to receive a waiver for LNG tankers for export for use within Alaska as well as a potential ice management fleet.

[2:26:50 PM](#)

MR. TREADWELL noted a recent agreement between Finland, Canada, and the US that would help expedite more ice breakers. He shared his understanding that the current US administration supports this agreement. He added that the President would like to see 48 ice breakers in the US fleet. He said Quilak LNG is hoping for 7 (including ex management vessels) and added that reflagging vessels would be very helpful.

[2:27:36 PM](#)

SENATOR TOBIN recalled the severe fuel shortage in Nome that threatened resident's health and safety. She asked if the potential exists for a similar liquified natural gas (LNG) shortage for communities along the railbelt.

[2:28:44 PM](#)

MR. TREADWELL noted interest in Alaska's LNG opportunities; however, he indicated that none of these would be completed in time to address LNG shortages in Cook Inlet. He listed a variety of alternatives. He commented that there are no other West Coast LNG ports, although Canada and Mexico have ports that are nearing production. He stated that Asia has the biggest LNG market; however, all LNG must go through the Panama Canal. Alaska will be competing with other LNG buyers along the west coast. He opined that having access to Alaskan LNG would be good. He indicated that, as policymakers, the answer to a potential LNG shortage along the railbelt is to have options. He acknowledged that every option comes with its own risks.

[2:30:58 PM](#)

SENATOR KIEHL asked about reflagging a vessel. He asked whether this requires a Jones Act exemption. He expressed concerns related to ownership and crewing. He acknowledged the difficulty of obtaining a vessel.

[2:31:34 PM](#)

MR. TREADWELL shared his understanding that the ships would be US owned and maintained. He emphasized the high cost of building a vessel in the US. He directed attention to an article related to the reflagging of an LNG ship. He opined that it is important to notify Congress that Alaska may need to reflag vessels in order to access American LNG. He provided examples of vessel reflagging. Changes to reflagging may be forthcoming.

[2:34:26 PM](#)

SENATOR SHOWER recalled the number of vessels in Russia and China. He asked about the cost to Alaska if SJR 11 does not pass.

[2:35:13 PM](#)

SENATOR MYERS replied that if SJR 11 does not pass, Alaska could be in the position of selling Alaska LNG to out-of-state buyers while not being able to use Alaska LNG in-state. He noted that the impact depends on which project moves forward to completion. He emphasized that, regardless of which project is successful, Alaska will need to import LNG for a period of time; therefore, an import plant must be built in the Cook Inlet. He stated that it is preferable to minimize the amount of time Alaska is dependent on imported LNG. He opined that it is nonsensical to have ships moving oil to other countries (e.g. Japan) and not be able to access the oil for in-state use.

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SENATOR SHOWER commented on the high cost of importing LNG.

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SENATOR KIEHL asked about the potential price delta between North Slope LNG shipped a longer distance (in-state) and Canadian LNG shipped a shorter distance to that same location.

[2:38:30 PM](#)

SENATOR MYERS deferred the question. He commented that both shipping costs and gas costs must be considered. He pointed out that North Slope gas would cost less. He surmised that, while the cost to transport gas from Canada may be less, there are additional costs to consider.

[2:39:25 PM](#)

MR. TREADWELL said that all big projects are directed toward markets in Asia. He briefly described the Asian market. He provided an example to illustrate the price of gas in the Asian

market compared to the price of gas in Cook Inlet. He stated that importing gas from Canada and shipping North Slope gas could save transportation costs. However, he suggested that a contract could be desirable. He briefly discussed the cost of regasification and explained that this must also be considered. He stated that the goal of each supplier is to deliver gas to Japan for \$10-\$12.

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SENATOR MYERS directed attention to SJR 11, page 1, line 13, and explained that he has been working with Chugach Electric to draft language to reword this section. He expressed willingness to help draft a committee substitute that would incorporate this language.

[2:43:13 PM](#)

[CHAIR BJORKMAN held SJR 11 in committee.]

[2:43:25 PM](#)

There being no further business to come before the committee, Chair Bjorkman adjourned the Senate Transportation Standing Committee meeting at 2:43 p.m.