

HB

497

ALASKA STATE LEGISLATURE

INTERIM

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Suite #203
Ketchikan, Alaska 99901
Phone: (907) 247-4672
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SESSION

Suite 416
State Capitol Building
Juneau, Alaska 99801
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REPRESENTATIVE JIM ELKINS

Sponsor Statement HB 497

Today before you is House Bill 497 "An Act providing for the transfer of property at Clark Bay to the Inter-Island Ferry Authority." If enacted, HB 497 would authorize the Department of Natural Resources to transfer the ownership of certain property to the Inter-Island Ferry Authority for the operation of the Clark Bay Terminal on Prince of Wales Island. Passage of this bill will allow the IFA to construct a new terminal which will provide more efficient marine ferry service to the residents of Prince of Wales Island and Ketchikan and adjacent areas of southern Southeast Alaska. This transfer of ownership implements the intent of the Memorandum of Agreement between the State of Alaska Department of Transportation and Public Facilities and the Inter-Island Ferry Authority, signed July 28, 2000 and August 1, 2000, respectively.

We respectfully request the Resources Committee to adopt the CS for House Bill 497 which will authorize the Commissioner of Natural Resources to transfer land to the Hyder Board of Trade, Inc. for use in support of marine and economic development initiatives. The Roanan Corporation stands ready to work with the Hyder Board of Trade to acquire and develop the "unoccupied tidelands" between their waterfront property (A.T.S. 206) and the Hyder Causeway. This area is approximately the same size the Hyder Board of Trade seeks to have transferred by the Alaska State Legislature. Information on the proposed facility is included in your packets and illustrates the benefits it would bring to Hyder, Alaska as well as the rest of the State.

If either the Inter-Island Ferry Authority or the Hyder Board of Trade, Inc. ceases to exist the land shall revert back to the Department of Natural Resources. We ask for your support on this legislation, thank you.

24-LS1740Y
Kurtz/Bullock
4/17/06

CS FOR HOUSE BILL NO. 497()

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY

Offered:

Referred:

Sponsor(s): HOUSE TRANSPORTATION COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 **"An Act providing for the transfer of property at Clark Bay to the Inter-Island Ferry**
2 **Authority and providing for the transfer of property to Hyder Board of Trade, Inc."**

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 *** Section 1.** The uncodified law of the State of Alaska is amended by adding a new section
5 to read:

6 **TRANSFER OF LAND TO THE INTER-ISLAND FERRY AUTHORITY.** (a) The
7 commissioner of natural resources is authorized to transfer the land described in (b) of this
8 section to the Inter-Island Ferry Authority.

9 (b) The following land is to be transferred to the Inter-Island Ferry Authority under
10 (a) of this section:

11 (1) Alaska Tideland Survey No. 1041, within Section 34, Township 73 South,
12 Range 84 East, Copper River Meridian, containing 4.36 acres more or less;

13 (2) Alaska State Land Survey No. 83-43, within Section 34, Township 73
14 South, Range 84 East, Copper River Meridian, containing 2.1 acres more or less;

1 (3) State of Alaska unsurveyed tideland and submerged land adjacent to
2 Alaska Tideland Survey No. 1041, containing 3.11 acres more or less; and

3 (4) State of Alaska unsurveyed upland adjacent to Alaska State Land Survey
4 No. 83-43, containing 1.68 acres more or less.

5 (c) If the Inter-Island Ferry Authority ceases to exist or the operations of the Inter-
6 Island Ferry Authority cease at the Clark Bay Terminal located on or adjacent to the land
7 transferred under this section, the land described in (b) of this section shall revert to the
8 Department of Natural Resources.

9 (d) This section constitutes legislative approval required under AS 29.35.722(1) for
10 the transfer of the state asset described in this section.

11 * Sec. 2. The uncodified law of the State of Alaska is amended by adding a new section to
12 read:

13 TRANSFER OF LAND TO THE HYDER BOARD OF TRADE, INC. (a) The
14 commissioner of natural resources is authorized to transfer the following land, along with
15 improvements to the land, to the Hyder Board of Trade, for use in support of marine and
16 economic development initiatives of the Hyder Board of Trade:

17 (1) Alaska Tideland Survey No. 1622, Tract A, within Section 12, Township
18 69 South, Range 100 East, Copper River Meridian, consisting of 0.41 acres;

19 (2) State of Alaska unsurveyed tideland and submerged land adjacent seaward
20 to Alaska Tideland Survey 1622, Tract A, and positioned exactly between Alaska Tideland
21 Survey 1115 and Alaska Tideland Survey 206. The landward boundary point of the
22 unsurveyed transfer is represented as boundary corner marker point A.T.S.1115, C-1. The
23 unsurveyed tideland and submerged land is within Section 12, Township 69 South, Range 100
24 East, Copper River Meridian, consisting of 1.98 acres, more or less, subject to any existing
25 right-of-way held by the state.

26 (b) The land transferred under (a) of this section may not be

27 (1) used as security for a loan; or

28 (2) transferred to another person, except that the land may be transferred to the
29 state or to a municipality that includes the community of Hyder within its boundaries.

30 (c) If the Hyder Board of Trade, Inc., is dissolved or otherwise ceases to exist, or if
31 the Hyder Board of Trade ceases to use the land for support of marine and economic

- 1 development initiatives of the Hyder Board of Trade, the land transferred under this section
- 2 shall revert to the Department of Natural Resources.

FISCAL NOTE

**STATE OF ALASKA
2006 LEGISLATIVE SESSION**

Fiscal Note Number: _____
 Bill Version: HB487-DNR-ML&W-04-5-06
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Natural Resources
 Title: TRANSFER CLARK BAY TERMINAL RDU: Resource Development
 Component: Claims, Permits and Leases
 Sponsor: House Transportation
 Requester: (H) RES Component No.: 2460

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES (***)	*** Indeterminate***					
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL						

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation would authorize DNR to convey title to parcels of state owned uplands and tide and submerged lands located in Clark Bay, near Hollis, Alaska to the Inter-Island Ferry Authority. It is unclear as to whether the conveyance is mandated or discretionary, or if the conveyance is to be at fair market value or without cost to the Authority.

Due to the lack of exemptive language, DNR assumes that a finding and public review under AS 38.05.035 and AS 38.05.945 will be required. Other than a small but indeterminate amount of land value generated from the possible sale of the small parcels, there is no anticipated significant fiscal impact associated with this proposed legislation. DMLW's existing staff will prepare the best interest finding and the public review and conveyance for these parcels.

Prepared by: Dick Mylius, Acting Director
 Division: Mining, Land & Water
 Approved by: Michael L. Menge, Commissioner
 Agency: Natural Resources

Phone: 907-269-8625
 Date/Time: 4/25/2006
 Date: 4/25/2006

Alaska Statutes: AS 29.35.722. Ownership or Operation of Certain State Facilities P

You can also go to The Alaska Legal Resource Center or search the entire website.

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Alaska Statutes.

Title 29. Municipal Government

Chapter 35. Municipal Powers and Duties

Section 722. Ownership or Operation of Certain State Facilities Prohibited.

previous: Section 720. Conflicting Laws Inapplicable.

next: Section 725. Definitions.

AS 29.35.722. Ownership or Operation of Certain State Facilities Prohibited.

The state may not, without the approval of the legislature,

(1) convey or transfer the Alaska marine highway system, the Anchorage or Fairbanks international airports, or any other state asset, except undeveloped state land as provided in AS 38.05.810 or surplus property, to an authority; or

(2) enter into an agreement with an authority under which the authority would operate the Alaska marine highway system, the Anchorage or Fairbanks international airports, or any other state facility, system, or function that employs one or more employees.

Note to HTML Version:

This version of the Alaska Statutes is current through December, 2004. The Alaska Statutes were automatically converted to HTML from a plain text format. Every effort has been made to ensure their accuracy, but this can not be guaranteed. If it is critical that the precise terms of the Alaska Statutes be known, it is recommended that more formal sources be consulted. For statutes adopted after the effective date of these statutes, see, Alaska State Legislature If any errors are found, please e-mail Touch N' Go systems at E-mail. We hope you find this information useful.

Last modified 9/3/2005

Alaska Statutes: AS 38.05.810. Public and Charitable Use.

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Alaska Statutes.

Title 38. Public Land

Chapter 5. Alaska Land Act

Section 810. Public and Charitable Use.

previous: Section 801. Management of Mental Health Trust Land.

next: Section 820. Occupied Tide and Submerged Land.

AS 38.05.810. Public and Charitable Use.

(a) Except as otherwise provided in AS 38.05.183 (h), the (1) lease, sale, or other disposal of state land or resources may be made to a state or federal agency or political subdivision, (2) lease, sale, or disposal of coal deposits suitable for mining may be made to a utility owned and operated by a government agency or nonprofit cooperative association organized to participate under the Federal Rural Electrification Act for the purpose of generating electric power and energy or the production of process steam, or both, (3) sale or other disposal of state land may be made to a tax-exempt, nonprofit corporation, association, club, or society organized and operated for the management of a cemetery or a solid waste or other public facility, or (4) sale or other disposal of land within a state subdivision may be made to that subdivision's nonprofit, tax-exempt homeowners' association, for less than the appraised value as determined by the director and approved by the commissioner to be fair and proper and in the best interests of the public, with due consideration given to the nature of the public services or function rendered by the applicant, and of the terms of the grant under which the land was acquired by the state. The commissioner shall ensure, by regulation, deed restriction, covenant, or otherwise, that disposals of land under this subsection serve a public purpose and are in the public interest.

(b) Notwithstanding AS 38.05.070 - 38.05.080 and 38.05.095, the director, upon application filed by an applicant eligible under (b) - (d) of this section, may, by negotiation and without public auction in the manner prescribed in (b) - (d) of this section, lease state land for a term of not more than 55 years. Before leasing, the director shall prepare a land use plan and a land classification to insure that the proposed use is compatible with area utilization. Before the land may be leased under (b) - (d) of this section, it must be shown to the satisfaction of the director that the land is to be used for an established or definitely proposed project, and that the eligible applicant has the financial ability to carry out the project. The commissioner may establish limitations on the acreage which may be leased under (b) - (d) of this section to an applicant.

(c) Eligible applicants under (b) - (d) of this section are limited to nonprofit corporations, associations, clubs, or societies organized and operated exclusively for charitable, religious, scientific, or educational purposes, or for the promotion of social welfare, if the project for which the land is desired conforms to those objectives and not commercial development. No lease of land may be granted under this section for a project closed to the use and enjoyment of the general public. In every case the applicant shall submit evidence that it is exempt from payment of federal income tax. As a condition of and in consideration of the rights acquired under a lease granted under (b) - (d) of this section, each eligible organization and its parent or subsidiary organizations shall (1) maintain and preserve books, accounts, and records that the director prescribes by regulation as necessary and appropriate; and (2) accord at all reasonable times to the state and its authorized agents and auditors the right of access to those books, accounts and records for the purpose of inspecting, examining and copying them. Any information provided the state in the course of an audit becomes a matter of public record.

(d) The director may lease the land to an eligible applicant at a reasonable annual rental, taking into consideration the purposes for which the land is to be used and the financial resources of the applicant. The rental may not be less than one percent of the fair market value on land acquired primarily for development, or less than five percent of the fair market value on acquired land. Rent may not be charged for state land leased for a youth encampment. For the purposes of this subsection, "youth encampment" shall be defined by the Commissioner by regulation. Renewal leases may be issued at the discretion of the director upon the expiration of a primary or renewal term. Each lease shall contain a provision for its termination as to all or part of the land upon a finding by the director that the land or a part of it has not been used by the lessee for the purpose specified in the lease for a period of two years. No lease may be assigned or subleased except with the consent of the director, and in any case may only be transferred to an applicant eligible under (b) - (d) of this section. A lessee may not change the use specified in the lease to another or additional use except with the consent of the director. If, at any time after the land is leased, the lessee attempts to assign the lease or transfer control over the land to another, or if the land is devoted to a use other than that for which the land was leased without the consent of the director, the lease automatically terminates.

(e) The lease, sale, or other disposal of state land at appraised fair market value may be negotiated with a licensed public utility or a licensed common carrier by the director with the approval of the commissioner if the utility or carrier reasonably requires the land for the conduct of its business under its license.

(f) The commissioner shall lease state land for telephone or electric transmission and distribution lines for less than the appraised value of the land if the lessee is a nonprofit cooperative association organized under AS 10.25. The commissioner may lease state land that is not located within the boundary of a municipality for the disposal of garbage, refuse, trash, or other waste material for less than the appraised value of the land if the lessee is a licensed public utility authorized to collect and dispose of garbage, refuse, trash, or other waste material outside the boundaries of a municipality. Before determining the annual rental, the commissioner shall consider the nature of the public service rendered by the nonprofit cooperative association or licensed public utility and the terms of the grant under which the land was acquired by the state. A nonprofit cooperative association may not construct improvements other than transmission or distribution lines and substations on land leased under this subsection. A licensed public utility may not construct permanent improvements on land leased under this subsection that are not related to the purpose of the lease.

(g) The commissioner shall retain a reversionary interest on each sale or other disposal granted under (a) or (e) of this section. The commissioner may waive the reversionary interest on a written determination that the waiver is in the public interest.

(h) The commissioner may issue permits to the Alaska Aerospace Development Corporation for purposes of down range space vehicle or payload overflight, booster retrieval, and recovery. The commissioner may, if it is in the best interests of the state, lease land to the Alaska Aerospace Development Corporation for other space-related purposes for, or at less than the appraised market value.

(i) Subject to AS 38.05.820, the commissioner may lease undeveloped state land, including tideland, to a port authority established under AS 29.35.600 - 29.35.730, if the state land is within the physical boundaries of the authority and is needed by the authority for purposes provided in AS 29.35.600 - 29.35.730. The commissioner may lease developed state land, including tideland, to a port authority established under AS 29.35.600 - 29.35.730 only if, (1) the developed state land is within the physical boundaries of the authority; (2) the developed state land is needed by the authority for purposes provided in AS 29.35.600 - 29.35.730; and (3) the legislature approves the lease. A lease of state land under this subsection may be for less than the appraised market value.

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Last modified 9/3/2005

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

6800 GLACIER HIGHWAY
JUNEAU, AK 99801-7900

SOUTHEAST REGIONAL DIRECTOR'S OFFICE

PHONE: (907) 485-1763
TTY/TDD: (907) 485-4847
FAX: (907) 485-2018

November 3, 2005

S. Thomas Briggs
Inter-Island Ferry Authority
P.O. Box 495
Craig, AK 99921

RE: Clark Bay Ferry Terminal

Dear Mr. Briggs:

In review of the legislation pertaining to the subject terminal, the Department's authority is limited to entering an agreement with the IFA for operation of the facility. We do not have authority to convey the improvements. However, given that removal and disposition of the existing terminal building is necessary to upgrade the facility, whatever actions IFA deems necessary to accomplish this are within the management authority previously granted. With this letter you have the States concurrence to proceed with the removal and disposition of the existing terminal building as a necessary part of constructing a new terminal building.

In the future we may want to mutually consider pursuing approval from the legislature to convey the property and improvements to the IFA.

Sincerely,
DOT & PF Southeast Region



Malcolm A. Menzies, P.E. & L. S.
Director

**A RESOLUTION OF THE HYDER BOARD OF TRADE INC.
REQUESTING AND SUPPORTING THE TRANSFER OF TWO
TIDELAND PARCELS FOR A HYDER MARINE AND
ECONOMIC DEVELOPMENT INITIATIVE**

Resolution 06-02

WHEREAS: The rural community of Hyder Alaska has very limited waterfront to develop marine facilities; and

WHEREAS: The need for marine facilities in Hyder is critical to any future community development activity and exceeds the ability of Alaska DOT/PF to address local needs in a timely manner; and

WHEREAS The community has a long history of supporting development of the Hyder Intermodal Terminal; and

WHEREAS: No municipal government exists in Hyder, and incorporation of the future City of Hyder will demand establishment of a solid economic base within the community prior to efforts of incorporating the community; which is supported by the Hyder Board of Trade; and

WHEREAS: The Hyder Board of Trade has an aggressive program of economic development requiring marine facilities to maximize local resource extraction activity; and

WHEREAS: The Hyder Board of Trade has identified two parcels of tideland for transfer by the Alaska Legislature to our organization from the State of Alaska, and described as A.T.S. 1622, Tract A, and the adjoining unsurveyed parcel.

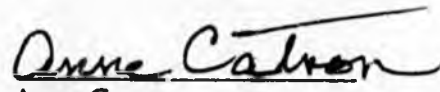
NOW THEREFORE BE IT RESOLVED THAT: The Hyder Board of Trade requests a Alaska Legislative transfer of the two parcels to the organization.

BE IT FURTHER RESOLVED THAT: John Pearson is fully authorized to speak, sign and represent the Hyder Board of Trade on all matters related to the tideland transfer and proposed legislation.

ADOPTED BY THE HYDER BOARD OF TRADE INC. April 7, 2006



Gary Benedict
President
Hyder Board of Trade, Inc.



Anne Catron
Secretary
Hyder Board of Trade, Inc.

The Hyder Marine Terminal Tideland Transfer Request

Project Sponsor: Hyder Board of Trade, Inc.
Organization Type: Not-for Profit, 501-(C)(6)
Organization Mission: Community Economic Development

*Hyder board of
Trade*

Contact: John Pearson
Administrator / Project Planner
Tel: (907) 789-14002
e-mail: jpearson@ptialaska.net

Project Element Description

The desire and efforts to construct a marine facility in the isolated community of Hyder has a long history as a priority project of the community. With a weak voice in both the political and bureaucratic process primarily due to the size of the community progress with the project has been difficult.

A key element of facility development will be in addition to design and project funding will be the availability of approximately 100,000 square feet of submerged lands and tidelands in order to expand the footprint of the existing small Harbor Island.

Once a significant portion the needed submerged lands has been secured for construction of the expanded island has been secured, the process of permitting for the facility design can begin without hesitation.

Essential to the Board of Trade project design is acquisition of A.T.S. 1622, Tract A, which contains a failing and dangerous vessel float, and noncompliant ADA ramp of DOT. A new float and ramp is included in the Board of Trade development plan, with expanded capability to accommodate small cruise vessels.

Adjacent to A.T.S. 1622, Tract A, is approximately 1.98 acres of unoccupied DNR tidelands identified as vital to the marine terminal project. from the standpoint of the future expanded footprint of Harbor Island.

On site project development is planned for 2007 and 2008 with funding and contribution partnership from the Denali Commission, U.S. Forest Service, State of Alaska, Hyder Board of Trade, Stewart British Columbia and assistance by Roanan Corporation.

A primary aspect of the facility design and usage is the on construction ability of the Hyder Board of Trade to move large quantities of the massive gravel deposits found in Hyder to Southeast and Statewide construction projects. These gravel sales will additionally generate significant program receipts for the Department of Natural Resources. The Board of Trade position is that the tideland contribution by DNR should be viewed in the interest of the agency to generate future program receipts.

On completion in 2008, the new facility will be capable of handling resource (gravel) barges, ferries, and small cruise vessels.

The new Port of Hyder facility will operate under a strict management program providing for the sustainability, the development of new job opportunities and revenue levels to assist in community needs.

It is essential that these first two transfers be accomplished in order for the project to move forward and the planned funding base of the project to be retained.

All questions should be directed to John Pearson the project coordinator, at (907) 789-1402 or by e-mail: jpearson@ptialaska.net .

HYDER MARINE TERMINAL

A TIDELAND TRANSFER REQUEST TO THE 24TH SESSION OF THE ALASKA LEGISLATURE

April 2006

An Economic Development and Community Stability Initiative
of the

Hyder Board of Trade Inc.

Hyder, Alaska

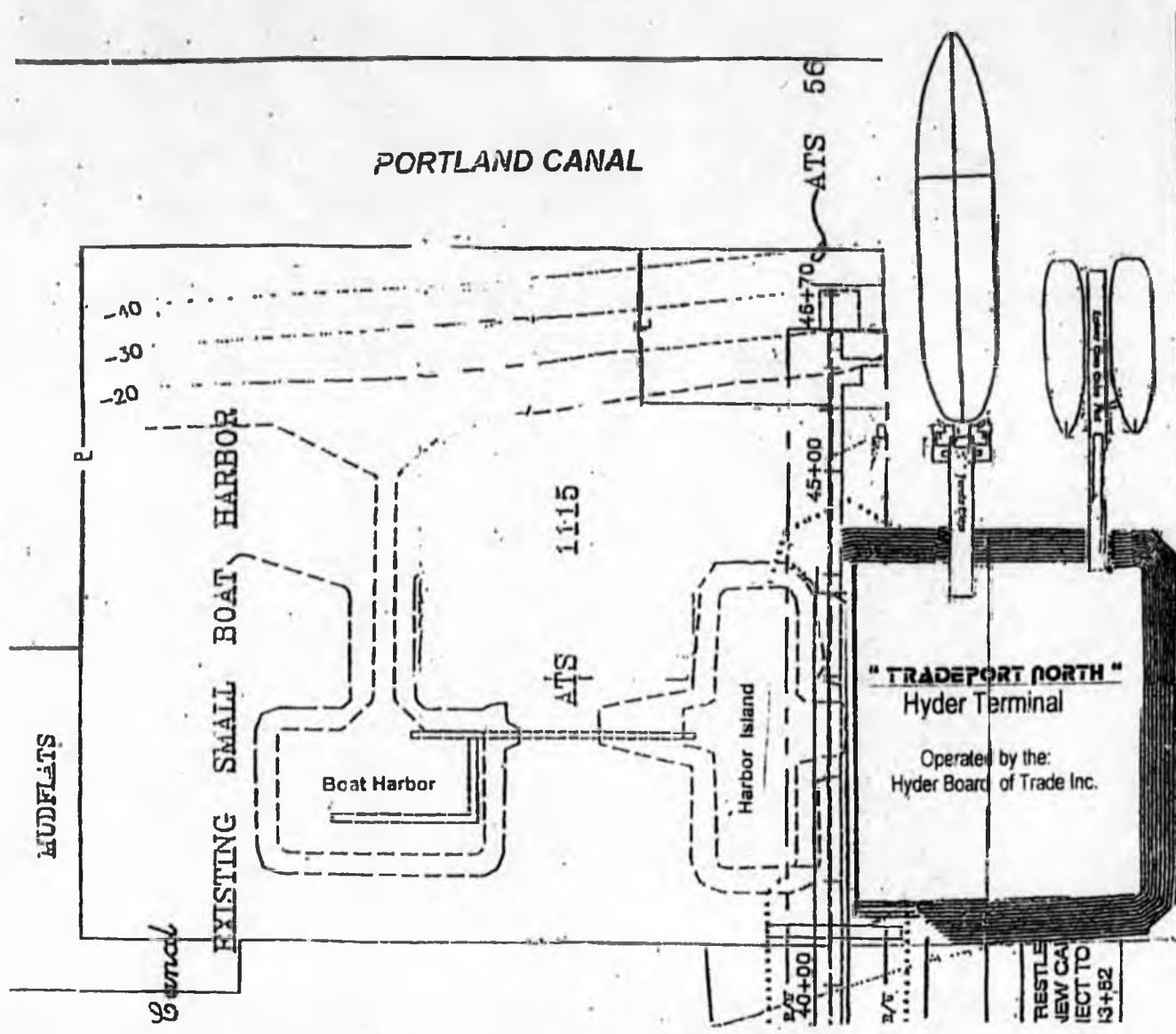
JUSTIFICATION FOR THE HYDER TRANSFER

The Hyder marine facility project has many years of planning and identification as the number one priority of the community behind it. Unfortunately, only until the advent of the Denali Commission and recent developments in eco-tourism cruise programs as well as attention of the mining industry in the Hyder Mining District, has realization of the new facility moved forward.

The timeline for development of the project makes the project fully operational under the Hyder Board of Trade in 2008.

Specific factors associated with the completed project that brings justification and sustainability to the effort is:

- **ACCESS TO GRAVEL:** Today, many Alaska projects are moving gravel from the Pacific Northwest to Alaska due to a shortage of quality gravel. Based on the DOT/PF test results, the large deposits of the Salmon River gravel are very high in the desired quality. Estimates place the generation of yearly gravel deposits available in the Salmon River for transfer to projects at approximately 6 million cubic yards per year. With development of the planned marine facility, both the community of Hyder and the Alaska Department of Natural Resources will benefit from the facility. DNR benefits will come in the form of much increased program receipts from the sale of Hyder river gravel, with no facility infrastructure costs in Hyder to the State of Alaska.
- **SMALL CRUISE VESSEL PORT CALLS:** Over the last three years the Hyder Board of Trade has worked with the eco-tourism cruise industry to develop scheduled port calls to the community. This effort has started to create a basic economic base in the community and will continue to grow. The planned facility constructs a two-berth facility capable of handling vessels in the 88-120-passenger range.
- **FERRY FACILITIES FOR AMHS, IFA OR PRIVATE OPERATOR:** As AMHS has become linked to Prince Rupert, the Department of Transportation and state decision makers have failed to properly analyze the benefits of a Southern Terminus port, linked to the North American Highway system, absent of Canadian Customs holdups, and employing Alaskans. The Hyder facilities on completion in 2008, should bring a reappraisal of the Southern Terminus issue.
- **HOMELAND SECURITY ISSUE:** In the event of a closure of ports of Puget Sound or Canada due to a homeland security event, Alaska stands without a practical southern linkage to the lower 48. The multi-use Hyder facility provides for immediate Cassiar Highway access within 2,000 feet.



FEATURES OF THE DEVELOPED FACILITY

On Development of the Hyder Marine Facility the following features will be in place.
 The timeline for completion of an operational facility with local M.&O. is 2008.

- | | |
|---|---|
| <ul style="list-style-type: none"> • Container & Gravel Barge Loading • Ferry Service (AMHS, IFA, Private) • Small Cruse Vessel Berthing • Immediate Cassiar Highway Access • Alaska's only Jones Act Exempt Port | <ul style="list-style-type: none"> • Fresh Fish Vans Hyder-Chicago in 52 hours • Critical Gas Line Access Supply Route • Access to Large Hyder Gravel Deposits • New Jobs and Community Stability • 24 / 7 Canadian Customs Clearing |
|---|---|

- **JONES ACT EXEMPT:** Unknown to most is the fact that the Port of Hyder Alaska is exempt from the Jones Acts. This designation is only shared by two port facilities in United States.
- **AN IMPORTANT GASLINE SUPPLY ROUTE:** Even without the official announcement of construction details related to the Alaska-Canada gas project, discussion and inquiries are mounting about the use of Hyder, Haines and Skagway as important supply routes to the project.
- **SCHEDULED BARGE TRAFFIC:** Several barge operators including one Canadian operator has expressed an interest in the Hyder project. Until now no barge service has been available to Hyder for approximately forty years. This interest is sparked by the increased mining activity on both the U.S. and Canadian sides of the border.
- **MOVING ALASKA SALMON TO THE MARKETPLACE:** No fresh fish market outlet in Chicago should be without access to Fresh Alaska Wild Salmon product within 52 hours of leaving Alaska. The community of Hyder has first hand experience in the use of empty backhaul trucks traveling the Alaska and Cassiar Highways to points like Chicago. This linkage is immediately available at Hyder once the marine facility is built in 2008. The ferry/barge linkage with the trucks can be established with little effort.
- **24 / 7 CANADIAN CUSTOMS CLEARING:** The Hyder / Stewart customs station of open twenty-four hours per day for processing. This factor is important to all marine traffic movements.
- **NON-SOLAS CERTIFIED VESSELS WELCOMED:** Utilization of non-SOLAS vessels that are not certified to make port calls in Canada for linkage to the Canadian Highway System are fully capable of port calls in Hyder to link with the Canadian Highway. The use of non-SOLAS AMHS vessels between Ketchikan and Hyder should be an active part of all discussions in future expenditures, and recapture of AMHS traffic losses.

FOR MORE INFORMATION ON HYDER AND THE PROPOSED FACILITY CONTACT:

John Pearson
Economic Planner
Hyder Board of Trade (Juneau Office)
8216 Cedar Drive
Juneau, AK 99801
Tel: (907) 789-1402 e-mail: jpearson@ptialaska.net

Proposed Legislative Transfer of Tidelands and Submerged Land:

Requesting the Transfer:

Hyder Board of Trade, Inc.,
501-(C)-(6) Not-for-Profit, Community Economic Development Organization

Contact: John Pearson, Hyder Board of Trade, 789-1402, jpearson@ptialaska.net

Purpose of the Request:

- Construction of multi-use marine facilities capable of handling barges, ferries, small cruise vessels, work boat, and providing a staging area
- Construct facilities creating new local job opportunities in the community related to opening the Portland Canal Corridor connecting Ketchikan and Hyder-Cassiar Highway 37a to resource related activity.
- Provide an opportunity to jumpstart the sale and transportation of the massive gravel deposits found in the Hyder that lacks a barge loading facility. The Hyder gravel sales will bring significant revenue injections to DNR program receipts.

TRANSFER OF LAND TO THE HYDER BOARD OF TRADE INC.

The Commissioner of the Department of Transportation and Public Facilities is authorized to transfer the following tideland, submerged land and ramp/float to the Hyder Board of Trade Inc. under this section:

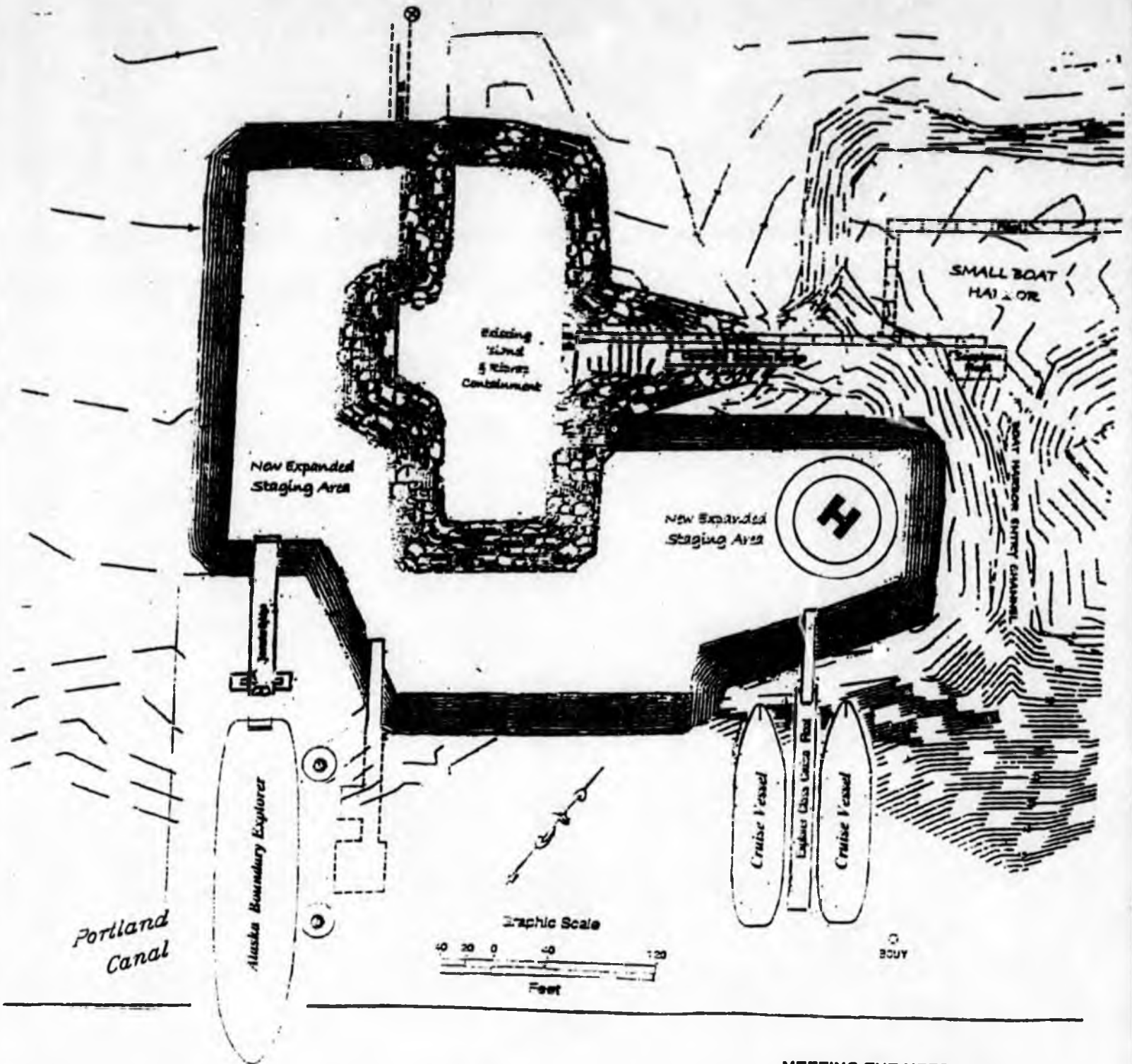
- Alaska Tideland Survey 1622, within Section 12, Township 69S, Range 100E, Copper River Meridian, consisting of 0.41 Acres. This transfer includes a failing Department of Transportation vessel float and ramp, on a "where is, as is" basis.

The Commissioner of the Department of Natural Resources is authorized to transfer the following tideland and submerged land to the Hyder Board of Trade Inc

- State of Alaska unsurveyed tideland and submerged land (DNR), adjacent seaward to Alaska Tideland Survey 1622 (DOT&PF), and positioned exactly between Alaska Tideland Survey 1115 (DOT&PF) and Alaska Tideland Survey 206 (Roanan Corp.). The landward boundary point of the unsurveyed transfer is represented as boundary corner marker point A.T.S.1115,C-1. The unsurveyed tideland and submerged land (DNR) is within Section 12, Township 69S, Range 100E, Copper River Meridian, consisting of 1.98 acres, more or less. Transfer to the Hyder Board of Trade Inc. recognizes all State of Alaska Right-of-Ways.

If the Hyder Board of Trade Inc. ceases to exist the Hyder marine facility located on the transferred tideland and submerged land under this section, shall revert to the respective Department of Natural Resources and Department of Transportation and Public Facilities.

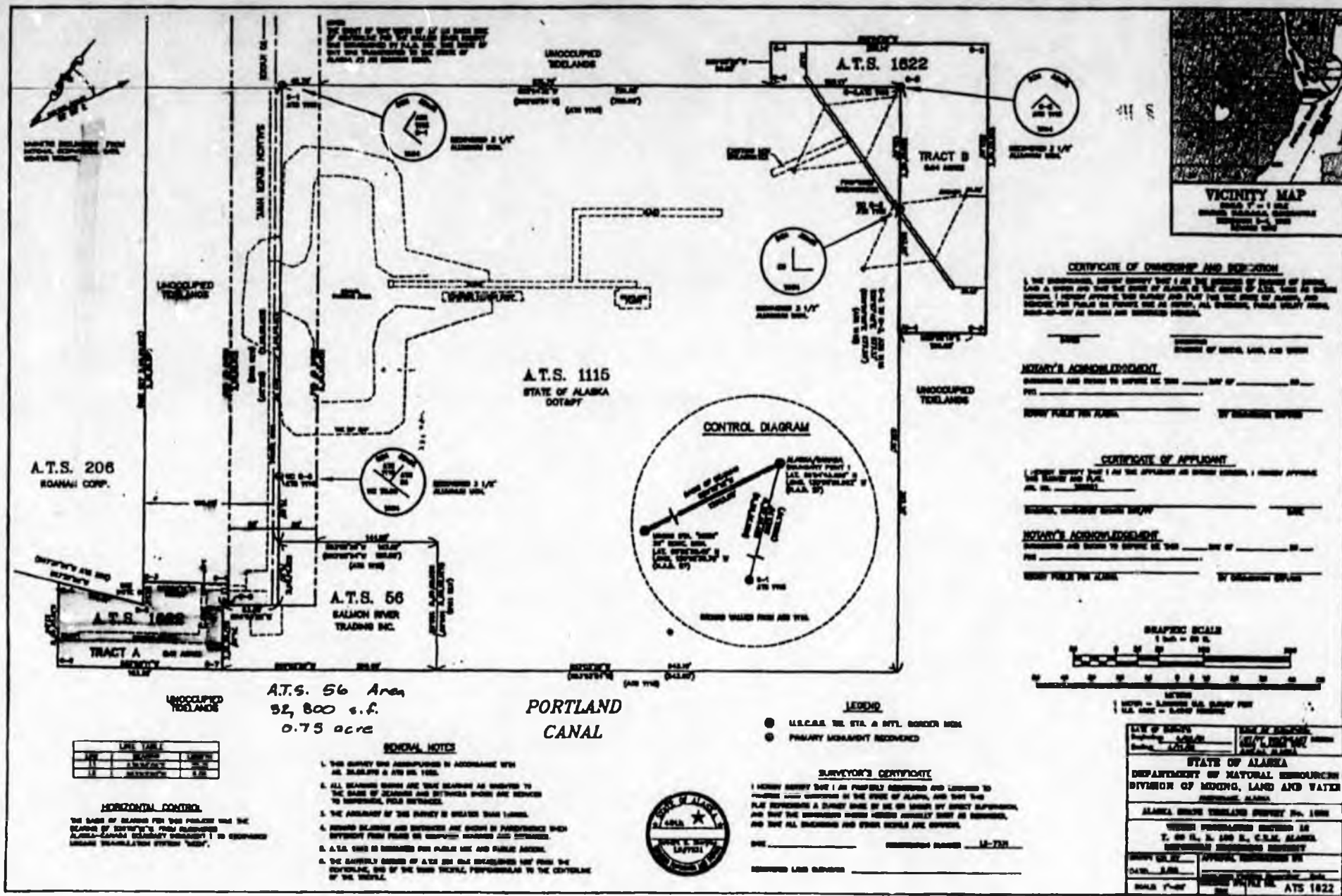
PROPOSED
HYDER INTERMODAL MARINE ACCESS TERMINAL
 PROVIDING THE KETCHIKAN-CASSIAR LINKAGE FOR RESOURCE DEVELOPMENT



Alaska's
Misty Fjord & Glacier Gateway
 via Hyder - Stewart

MEETING THE NEEDS OF:

- Ferries & Barges
- Small Cruise Vessels
- Work Boats
- Busses & RV Traffic
- Kayakers & Pleasure Craft
- Seaplanes & Helicopters
- USCG
- Emergency

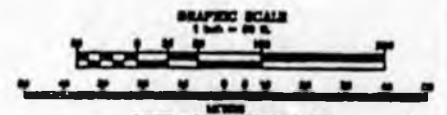


CERTIFICATE OF OWNERSHIP AND POSSESSION
 I, THE UNDERSIGNED, HEREBY CERTIFY THAT I AM THE OWNER OF THE PART OF SAID LAND AS SHOWN AND THAT THE REST OF SAID LAND IS NOT AS SHOWN. I HEREBY APPROVE THIS SURVEY AND PLAN FOR THE STATE OF ALASKA, AND REQUEST FOR PUBLIC USE AS SHOWN, ALL DISTANCES, BEARINGS, BEING MEASURED AND FOUND AS SHOWN AND BEING CORRECTED.

NOTARY'S ACKNOWLEDGMENT
 SUBSCRIBER AND SIGNER TO BEFORE ME THIS _____ DAY OF _____ AD 19____
 WITNESSE ME FOR ALASKA _____ BY SIGNATURE OF SAID _____

CERTIFICATE OF AFFIDAVIT
 I, HEREBY CERTIFY THAT I AM THE AFFIDAVIT AS SHOWN HEREON, I HEREBY APPROVE THE NAME AND PLAN.

NOTARY'S ACKNOWLEDGMENT
 SUBSCRIBER AND SIGNER TO BEFORE ME THIS _____ DAY OF _____ AD 19____
 WITNESSE ME FOR ALASKA _____ BY SIGNATURE OF SAID _____



LINE TABLE			
LINE NO.	BEARING	DISTANCE	REMARKS
1			
2			
3			

HORIZONTAL CONTROL
 THE BASIS OF BEARINGS FOR THIS PLAN WAS THE CLAIMS OF SURVEYOR'S FIELD OBSERVATIONS ALASKA-CANADA BOUNDARY PROJECT 1 TO CORRECTED MAGNETIC DECLINATION SYSTEM YEAR.

A.T.S. 56 Area
 32,800 s.f.
 0.75 acre

- GENERAL NOTES**
1. THIS SURVEY WAS ACCOMPLISHED IN ACCORDANCE WITH ALL REGULATIONS AND ACTS OF 1966.
 2. ALL BEARING POINTS ARE TRUE BEARINGS AS SHOWN IN THE BASIS OF BEARINGS AND DISTANCES SHOWN AND REFERRED TO BEARING, FIELD BEARING.
 3. THE ACCURACY OF THIS SURVEY IS BEARING TRUE BEARINGS.
 4. BEARING BEARINGS AND DISTANCES ARE GIVEN IN PARALLELS WHEN DIFFERENT FROM POINTS OR CORRECTED BEARING AND DISTANCES.
 5. A.T.S. THIS IS BEARING FOR PUBLIC USE AND PUBLIC AGENTS.
 6. THE SURVEY BEARING OF A.T.S. IS ON ONE BEARING AND THE DISTANCE, ONE OF THE MAIN TRACTS, PERFORMANCE TO THE CENTERLINE OF THE TRACT.



LEGEND

- U.S.C.A.S. 201, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.
- PRIMARY MONUMENT RECOMMENDED

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT I AM PROPERLY LICENSED AND LICENSED TO PRACTICE AS A SURVEYOR IN THE STATE OF ALASKA, AND THAT THIS PLAN REPRESENTS A TRUTHFUL STATE OF THE SURVEY AS SHOWN BY FIELD OBSERVATIONS, AND THAT THE DISTANCES AND BEARINGS ARE CORRECTLY SHOWN AS BEARINGS, AND THAT ALL BEARINGS AND DISTANCES ARE CORRECT.

A.S.T 1622, Tract A (DOT & PF)	0.41 Acres
Unoccupied Tidelands (DNR)	1.98 Acres
Cooperated Contribution to Project (Roanan)	1.92 Acres

**REQUESTED TRANSFER AND ADJACENT AGREEMENT
 BETWEEN THE HYDER BOARD OF TRADE AND
 ROANAN CORPORATION**

Roanan

P. O. Box 241, Port Townsend, WA 98368
Canadian Offices: 400 - 850 West Hastings Street, Vancouver, BC V6C 1E1
(800) 567-8828

April 13, 2006

Representative Jim Elkins
Representative Bill Thomas
Alaska State Legislature
Alaska State Capitol
Juneau, Alaska, 99801

Regarding: Roanan Corporation will assist Hyder, AK in economic development activities

Gentlemen,

First, I want to thank each of you for the time that you took last month to review Roanan Corporation's proposed plans for a major marine facility at Hyder, AK that will create upward of 2000 jobs, and bring new opportunities to Southeastern Alaska, including the transportation infrastructure. This project will have a significant impact on the economic development of the Hyder/Stewart area and an outlet for the resource rich Cassiar Region and the Yukon.

Today, I want to focus on a legislative request by the Hyder Board of Trade, Inc. to the Alaska Legislature (HB-497) associated with the tideland transfer of A.T.S. 1622, Tract A, and another small adjoining parcel to the Board of Trade.

In our opinion, the Board of Trade is effectively attempting to meet the challenges of change in the community by developing basic infrastructure and establishing an economic base that will be important base toward the future incorporation of the community. We applaud the Hyder Board of Trade for their efforts and foresight.

In the spirit of being a good corporate neighbor in Hyder, as well as being the largest landholder in the Hyder townsite, we certainly support and will actively participate in any infrastructure efforts undertaken by the Board of Trade or other organizations.

Therefore, Roanan Corporation stands ready to work with the Hyder Board of Trade to acquire and develop the "unoccupied tidelands" between our waterfront property (A.T.S. 206) and the Hyder Causeway. This area is approximately the same size the Board of Trade seeks to have transferred by the Alaska Legislature in HB-497.

---2---

The end result of this proposed community non-profit organization and private sector partnership will emerge as a well planned and developed marine terminal, capable of handling barges, ferries and small cruise vessels for the economic benefit of the community. The Hyder Board of Trade will operate and maintain the new facility. In simple business terms, once the expenses of operation have been met, the remaining revenue would be committed to meaningful community projects identified by the Board of Trade, including a sustainable facility fund.

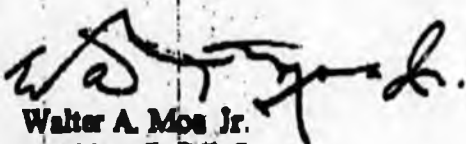
I strongly urge you and your colleagues in the Alaska Legislature to fully support HB-497 and to take into consideration our commitment to Hyder. Roanan Corporation stands ready to assist where we can in the economic and social development of this remote area that now clearly has a bright future.

I look forward to seeing each of you in the future as we move forward with the development of our own marine terminal facility.

If you have any questions, please feel free to give me a call.

Sincerely,

Roanan Corporation



Walter A. Mos Jr.
President & C.E.O.

cc: Governor Frank Murkowski
Commissioner Mike Barton, DOT/PF
Malcolm Menzies, Director, DOT/PF (Southeast)
John Pearson, Hyder Board of Trade

John Pearson

From: "greg_patz" <greg_patz@dot.state.ak.us>
To: "john pearson" <jpearson@ptialaska.net>
Sent: Friday, April 15, 2005 3:41 PM
Subject: Re: Transfer of A.T.S. 1622 Tract A

John:

I will look forward to talking with you toward the end of next week. I am looking into how we can transfer property. We can do this easily if we are transferring to a community, but since Hyder Board of Trade is not a government, I haven't figured out how we can transfer it. We'll discuss options when you visit next week.

Greg

john pearson wrote:

- > Greg,
- >
- > First of all, many thanks for the time you took last week to meet
- > with me regarding options related to
- > A.T.S. 1622, Tract A.
- >
- > During the last week considerable discussion has taken place on the
- > issues and options. The end result is a decision by the Hyder
- > Board of Trade Inc. (local chamber of commerce) to pursue a total
- > transfer of the facility (1622 Tract A) to the HBOT.
- >
- > This next week the HBOT will pass a resolution requesting DOT/PF
- > to facilitate the tract transfer. As soon as I have document from
- > Hyder in hand, you and I will need to meet and discuss the terms of
- > the transfer.
- >
- > So, near the end of next week we should have a chat.
- >
- > Have a good weekend Greg !
- >
- > John
- >

4/5/2006

John Pearson

From: "greg_patz" <greg_patz@dot.state.ak.us>
To: "john pearson" <jpearson@ptialaska.net>
Cc: "Victor M E Winters" <vic_winters@dot.state.ak.us>
Sent: Wednesday, May 04, 2005 3:18 PM
Subject: Hyder Dock

John:

We have reviewed the request by the Hyder Board of Trade for transfer of ATS 1622, Tract A. I would like to suggest a short term recommendation and a long term solution.

We recommend a management agreement for the short term. The agreement can be put into effect fairly quickly and can be written to meet the Board's needs for this summer's activities. The agreement will require Hyder Board of Trade to manage the dock, charge reasonable moorage fees, provide public access, perform maintenance, and carry insurance. Vic Winters is drafting an appropriate agreement and will have it to you for review soon.

The long term solution would be for Hyder Board of Trade to request lease of the tidelands from DNR. We would support that lease request. We would then need to put the dock up for sale. As with all state property, it would be sold by auction after a period of public notice. Hyder Board of Trade would have to bid on the dock in competition. This process will take some time and requires further consideration, so it couldn't be accomplished before this summer.

The next step is to review the proposed management agreement, which Vic will send to you. Then let's talk again. I'll be on leave until May 16.

Greg

4/5/2006

Jennifer Baxter

From: John Pearson [jpearson@ptialaska.net]
Sent: Thursday, April 06, 2006 10:38 AM
To: Jennifer Baxter
Cc: Jim VanHom; Rep. Jim Elkins; Rep. Bill Thomas; GARY BENEDICT- HYDER BOARD OF TRADE; Malcom Menzies
Subject: Hyder Tideland Transfer

Jennifer,

Yesterday I met with Representative Bill Thomas about the tideland transfer. He is in agreement with the process. Additionally, I met with Malcom Menzies at Southeast DOT, and he is onboard.

Malcom said he will develop a letter of no objection and send it to your office today.

As soon as I know the committee schedule for HB 497, I will be attending in support.

Thanks again for your help.

John
789-1402

4/6/2006

MEMORANDUM

February 27, 2006

To: Tom Briggs

From: Bob Blasco

Re: Draft Language for Bill to Transfer Ownership of Property at Clark Bay

What I have done is use the previous legislation, changing transfer to ownership, and including the property descriptions. I do have some concern about whether the state can transfer "ownership" of state land to a "port authority." I have attached to the memo is A.S. 29.35.722 and A.S. 38.05.810. This is just a heads up in case someone in DOTPF or DNR or the legislative staff raise the issue.

"AN ACT.

Authorizing the Department of Transportation and Public Facilities and the Department of Natural Resources to transfer the ownership of certain property to the Inter-Island Ferry Authority for the operation of the Clark Bay Terminal on Prince of Wales Island.

LEGISLATIVE APPROVAL. (a) In order to provide more frequent and efficient marine ferry service to the residents of Prince of Wales Island and adjacent areas of southern Southeast Alaska, the legislature authorizes the Department of Transportation and Public Facilities and the Department of Natural Resources to transfer ownership of certain properties to the Inter-Island Ferry Authority for the operation of the Clark Bay Terminal on Prince of Wales Island. This transfer of ownership implements the intent of the Memorandum of Agreement between the State of Alaska Department of Transportation and Public Facilities and the Inter-Island Ferry Authority, signed July 28, 2000 and August 1, 2000, respectively.

(b) The property to be transferred to the Inter-Island Ferry Authority is particularly described as follows:

Alaska Tideland Survey No. 1041, within Section 34, Township 73, South Range 84 East, Copper River Meridian, containing 4.36 acres more or less

Alaska State Land Survey No. 83-43, within Section 34, Township 73 South, Range 84 East, Copper River Meridian, containing 2.1 acres more or less

State of Alaska unsurveyed tidelands and submerged lands adjacent to Alaska Tideland Survey No. 1041, containing 3.11 acres more or less

State of Alaska unsurveyed uplands adjacent to Alaska State Land Survey No. 83-43, containing 1.68 acres more or less

- (c) In the event the Inter-Island Ferry Authority ceases to exist operations at the Clark Bay Terminal, the ownership of the property particularly described in (b) of this ACT shall revert to the Alaska Department of Transportation and Public Facilities.
- d) This section constitutes legislative approval under A.S. 29.35.722(1) for the Department of Transportation and Public Facilities and the Department of Natural Resources to enter into deeds and any other transfer of ownership documents to the Inter-Island Ferry Authority for the property described in (b) of this section."

HYDER MARINE TERMINAL

A TIDELAND TRANSFER REQUEST TO THE 24TH SESSION OF THE ALASKA LEGISLATURE

April 2006

An Economic Development and Community Stability Initiative
of the

Hyder Board of Trade Inc.

Hyder, Alaska

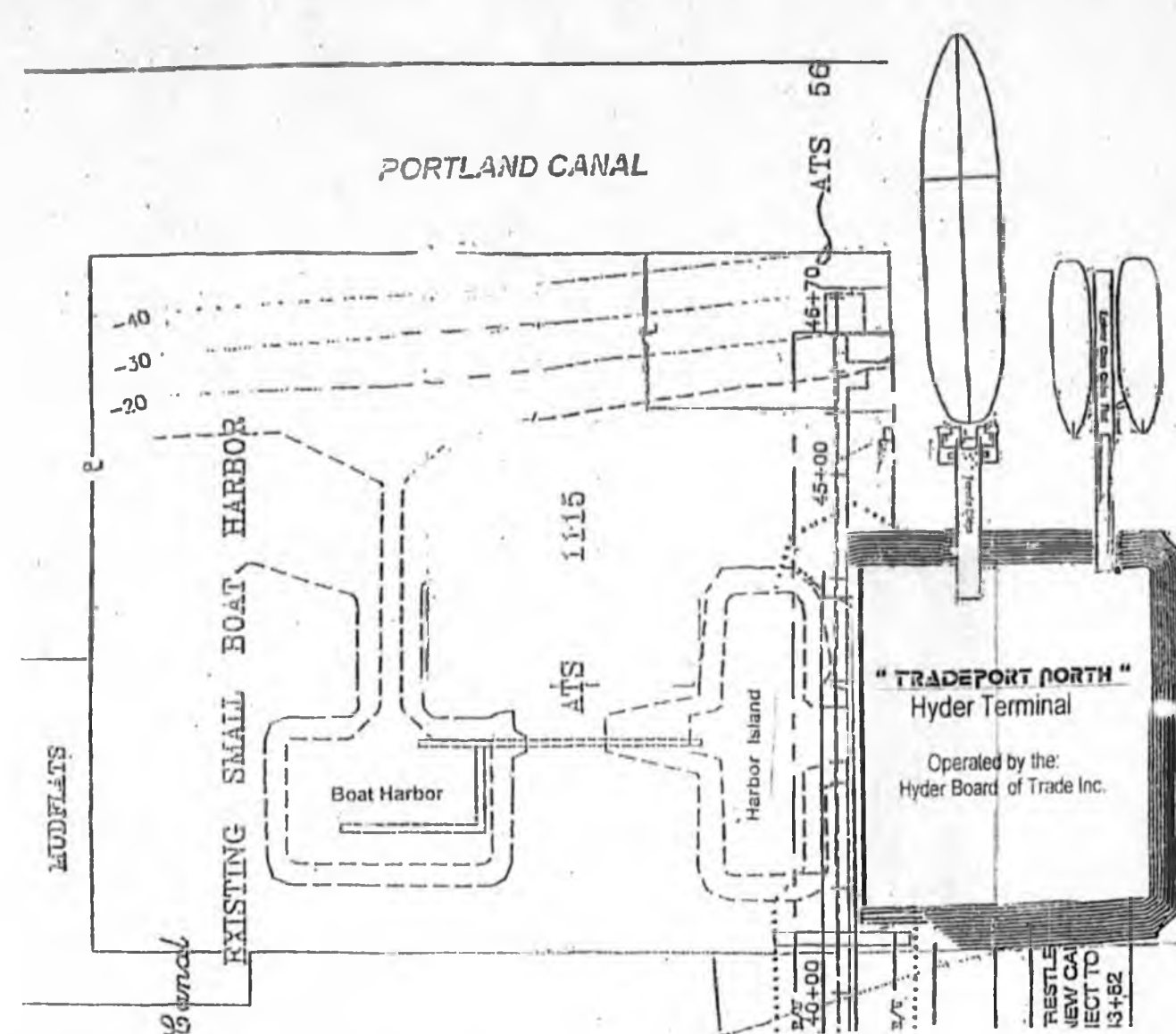
JUSTIFICATION FOR THE HYDER TRANSFER

The Hyder marine facility project has many years of planning and identification as the number one priority of the community behind it. Unfortunately, only until the advent of the Denali Commission and recent developments in eco-tourism cruise programs as well as attention of the mining industry in the Hyder Mining District, has realization of the new facility moved forward.

The timeline for development of the project makes the project fully operational under the Hyder Board of Trade in 2008.

Specific factors associated with the completed project that brings justification and sustainability to the effort is:

- ACCESS TO GRAVEL:** Today, many Alaska projects are moving gravel from the Pacific Northwest to Alaska due to a shortage of quality gravel. Based on the DOT/PF test results, the large deposits of the Salmon River gravel are very high in the desired quality. Estimates place the generation of yearly gravel deposits available in the Salmon River for transfer to projects at approximately 6 million cubic yards per year. With development of the planned marine facility, both the community of Hyder and the Alaska Department of Natural Resources will benefit from the facility. DNR benefits will come in the form of much increased program receipts from the sale of Hyder river gravel, with no facility infrastructure costs in Hyder to the State of Alaska.
- SMALL CRUISE VESSEL PORT CALLS:** Over the last three years the Hyder Board of Trade has worked with the eco-tourism cruise industry to develop scheduled port calls to the community. This effort has started to create a basic economic base in the community and will continue to grow. The planned facility constructs a two-berth facility capable of handling vessels in the 88-120-passenger range.
- FERRY FACILITIES FOR AMHS, IFA OR PRIVATE OPERATOR:** As AMHS has become linked to Prince Rupert, the Department of Transportation and state decision makers have failed to properly analyze the benefits of a Southern Terminus port, linked to the North American Highway system, absent of Canadian Customs holdups, and employing Alaskans. The Hyder facilities on completion in 2008, should bring a reappraisal of the Southern Terminus issue.
- HOMELAND SECURITY ISSUE:** In the event of a closure of ports of Puget Sound or Canada due to a homeland security event, Alaska stands without a practical southern linkage to the lower 48. The multi-use Hyder facility provides for immediate Cassiar Highway access within 2,000 feet.



FEATURES OF THE DEVELOPED FACILITY

On Development of the Hyder Marine Facility the following features will be in place. The timeline for completion of an operational facility with local M.&O. is 2008.

- Container & Gravel Barge Loading
- Fresh Fish Vans Hyder-Chicago in 52 hours
- Ferry Service (AMHS, IFA, Private)
- Critical Gas Line Access Supply Route
- Small Cruise Vessel Berthing
- Access to Large Hyder Gravel Deposits
- Immediate Cassiar Highway Access
- New Jobs and Community Stability
- Alaska's only Jones Act Exempt Port
- 24 / 7 Canadian Customs Clearing

- **JONES ACT EXEMPT:** Unknown to most is the fact that the Port of Hyder Alaska is exempt from the Jones Acts. This designation is only shared by two port facilities in United States.
- **AN IMPORTANT GASLINE SUPPLY ROUTE:** Even without the official announcement of construction details related to the Alaska-Canada gas project, discussion and inquiries are mounting about the use of Hyder, Haines and Skagway as important supply routes to the project.
- **SCHEDULED BARGE TRAFFIC:** Several barge operators including one Canadian operator has expressed an interest in the Hyder project. Until now no barge service has been available to Hyder for approximately forty years. This interest is sparked by the increased mining activity on both the U.S. and Canadian sides of the border.
- **MOVING ALASKA SALMON TO THE MARKETPLACE:** No fresh fish market outlet in Chicago should be without access to Fresh Alaska Wild Salmon product within 52 hours of leaving Alaska. The community of Hyder has first hand experience in the use of empty backhaul trucks traveling the Alaska and Cassiar Highways to points like Chicago. This linkage is immediately available at Hyder once the marine facility is built in 2008. The ferry/barge linkage with the trucks can be established with little effort.
- **24 / 7 CANADIAN CUSTOMS CLEARING:** The Hyder / Stewart customs station of open twenty-four hours per day for processing. This factor is important to all marine traffic movements.
- **NON-SOLAS CERTIFIED VESSELS WELCOMED:** Utilization of non-SOLAS vessels that are not certified to make port calls in Canada for linkage to the Canadian Highway System are fully capable of port calls in Hyder to link with the Canadian Highway. The use of non-SOLAS AMHS vessels between Ketchikan and Hyder should be an active part of all discussions in future expenditures, and recapture of AMHS traffic losses.

FOR MORE INFORMATION ON HYDER AND THE PROPOSED FACILITY CONTACT:

John Pearson
Economic Planner
Hyder Board of Trade (Juneau Office)
8216 Cedar Drive
Juneau, AK 99801
 Tel: (907) 789-1402 e-mail: jpearson@otialaska.net

HYDER MARINE TERMINAL

A TIDELAND TRANSFER REQUEST TO THE 24TH SESSION OF THE ALASKA LEGISLATURE

April 2006

An Economic Development and Community Stability Initiative
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 Hyder, Alaska