

ALASKA LEGISLATURE

2142

HOUSE and SENATE FINANCE COMMITTEE FILES, 1999 - 2000

SB

273

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred to Committee: April 26, 2000

FURTHER REFERRALS:

Date of Committee Action: 4/28/00

The FINANCE Committee considered:

CSSB 273(RLS)(title am)

CS FOR SENATE BILL NO. 273(RLS)(title am)

OIL SPILL RESPONSE; NONTANK VESSELS & RR

"An Act regarding oil discharge prevention, and relating to contingency plans and proof of financial responsibility for all self-propelled nontank vessels exceeding 400 gross registered tonnage and for railroad tank cars; authorizing inspection of nontank vessels and trains; and providing for an effective date."

recommends it be replaced with the following committee substitute HCS CSSB 273 (WTR) the same title a new title

additional referral to _____ Committee

attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): _____ (Dept)

APPROVES PREVIOUS: _____ (Dept/Date)

fiscal note(s) _____

fiscal note(s) Senate Dled 4-17-00
House JEC 4-26-00

zero fiscal note(s) _____

zero fiscal note(s) _____

SIGNING WITH RECOMMENDATIONS		DP	DNP	NR	AM
<u>Gene Therriault</u>	<u>Therriault</u>	X			
<u>Al Mulder</u>	<u>Mulder</u>	X			
<u>Tom Bunde</u>	<u>Bunde</u>				✓
<u>Allen Austerman</u>	<u>Austerman</u>	X			
<u>John Davis</u>	<u>Davis</u>			X	
<u>W. Grossendorf</u>	<u>Grossendorf</u>			X	
<u>John Davis</u>	<u>Davis</u>			X	
<u>W.K. Williams</u>	<u>Williams</u>	X			
<u>Paul Phillips</u>	<u>Phillips</u>	✓			
<u>Bob Foster</u>	<u>Foster</u>	X			

CHAIR'S SIGNATURE Gene Therriault
Al Mulder
Therriault Mulder

FISCAL NOTE

Bill Version: HCSCSB 273 (RES)

(H) Publish Date: 4/17/00

**STATE OF ALASKA
2000 LEGISLATIVE SESSION**

Revision Date/Time (Note if correction) 04/13/2000

Dept. Affect: DCED

Title Spill response legislation

BRU ARRC

Component _____

Sponsor Senator Drue Pearce

Requester _____

Component No. _____

Expenditures/Revenues

Thousands of Dollars

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual		1,650.0	750.0	750.0	750.0	750.0
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	1,650.0	750.0	750.0	750.0	750.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE

(Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Railroad		1,650.0	750.0	750.0	750.0	750.0
TOTAL	0.0	1,650.0	750.0	750.0	750.0	750.0

Estimate of any current year (FY2000) cost: _____

0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Information attached outlines ARRC's proof of financial responsibility and provides estimates for oil discharge, prevention and contingency plans.

Prepared by: Wendy Lindskoog

Phone 265-2498

Division ARRC

Date/Time 4/13/00 9:53 AM

Approved by Commissioner [Signature]

Date 4/13

Agency _____

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SB 273: By Senator Drue Pearce

Alaska Railroad Corporation Financial Responsibility:

Over the last several years, the Alaska Railroad corporation has had in place two \$10,000,000 lines of credit. One to meet self insurance requirements and one to meet operational requirements. These credit lines are with two separate national banks. They are currently for one year and are renewable annually. At this time, the lines of credit are whole and have not been drawn on.

The proposed legislation would require the Alaska Railroad to have proof of financial responsibility to respond to damages of approximately \$5,450,000. This amount is derived from a maximum of 100 tank cars per train, multiplied by 545 barrels per tank car, multiplied by \$100 per barrel. Typically, an Alaska Railroad fuel train pulls approximately 50 car loads of fuel.

It is the railroad's intent to use a portion of an existing line of credit as proof of financial ability.

The Alaska Railroad also estimates the following cost for oil discharge prevention and contingency plans:

- 1) Contingency plan development: \$250,000
Includes mapping, environmental assessment, response needs (personnel and equipment), public involvement, agency review
- 2) Risk assessment: \$400,000
Includes risk assessment and recommendations by consultants and public review
- 3) Contingency plan implementation: \$1,000,000 - first year, \$750,000 - subsequent years
Assumes cost of equipment, personnel, training, drills annually

FISCAL NOTE

No: 4

Bill ~~Number~~ Session: HCSCSSB 273 (WTR)

(H) Publish Date: 4/26/00

**STATE OF ALASKA
2000 LEGISLATIVE SESSION**

Revision Date/Time (Note if correction) 04/27/00 10:40 AM Dept. Affected: Environmental Conservation
 Title "An Act requiring oil discharge prevention BRU Spill Prevention & Response
and contingency plans...for non-tank vessels and railroad..." Component Industry Preparedness & Pipeline Program
 Sponsor Senator Pearce
 Requester World Trade and State/Federal Relations. Component No. 1922

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services	54.9					
Travel	18.6					
Contractual	125.4					
Supplies	1.6					
Equipment	0.0					
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	200.5	0.0	0.0	0.0	0.0	0.0
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type) 1052 Oil/Haz FD	200.5					
TOTAL	200.5	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	1	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Fiscal Impact: One non perm Environmental Specialist III (shown in the temporary category above) in Juneau, will initially assist with the Task Force on Motorized Oil Transport and will establish the policies and procedures for receiving and reviewing financial responsibility documentation, maintaining the associated database, and issuing certificates of financial responsibility for nontank vessels and the railroad. The Alaska Department of Environmental Conservation is tasked with managing, participating in, and staffing a Task Force on Motorized Oil Transport. The task force is directed to meet as frequently as needed to prepare a report to the Twenty-Second Alaska State Legislature. Contractual services will be for assistance with technical issues in applying the oil spill prevention and response rules to the Alaska Railroad and to the various classes and categories of nontank vessels operating in the different areas of the state. The completed report will include recommendations on changes to the statutes and regulations. Additionally a facilitator will be retained to assist with the complexities in bringing together the divergent and often contentious views of the participating task force members. Travel and per diem is for Department staff to participate in task force meetings.

Prepared by: Larry Dietrick Phone 465-5250
 Division SPAR Date/Time 4/27/00 10:37 AM
 Approved by: Commissioner *[Signature]* Date 4/27/00
 Agency Department of Environmental Conservation

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Personal Services New Position Detail

Department of Environmental Conservation

Scenario: FY2001 Legislative Fiscal Note Info
 Component: Industry Preparedness and Pipeline Operations (1922)
 BRU Name: Spill Prevention and Response

PCN	Job Class Title	Time Status	Retire Code	Barg Unit	Location	Salary Sched	Range & Steps	Budgeted Months	Split / Annual Count Salary	COLA	Premium Pay	Annual Benefits	Total Costs
18-#005	Environmental Spec III	NP	A	GC	Juneau	1A	18 A	12.0	43,860	0	0	11,069	54,929

Justification:

Environmental Specialist III will initially assist in developing regulations and will subsequently review financial responsibility documentation and maintain associated database.

Funding Detail:

1052	Oil/Hazardous Response Fund	100.00%	54,929
Total Funding:		100.00%	54,929

Component Summary:

Total New Positions: 1

Fund Description	Fund Percent	Fund Amount
1052 Oil/Hazardous Response Fund	100.00%	54,929
Total Funding:	100.00%	54,929

Note: If a position is split, an asterisk (*) will appear in the Split/Count column. If the split position is also counted in the component, two asterisks (**) will appear in this column.

Alaska State Legislature



During Interim: (June - Dec.)
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During Session: (Jan. - May)
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Juneau, Alaska 99801-1182
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Drue Pearce
President of the Senate

SB 273
Sponsor Statement
4/27/2000

Alaska arguably has the world's best oil spill prevention and response program. However, the current program is limited to vessels that carry oil as cargo (tank vessels), and on-shore oil facilities such as oil wells, pipelines, refineries, and tank farms.

Most of Alaska's oil spills come from carriers that are currently not required to prepare for spill response. Since 1995, 93 spills totaling 5,286 gallons of oil came from regulated vessels and facilities. During this same period, 945 spills totaling 258,000 gallons of oil came from non-regulated carriers. SB 273 will expand the prevention and response program to include larger non-tank vessels and the railroads transporting oil in bulk.

Specifically, non-tank vessels covered by this bill are defined as self-propelled watercraft of 400 or greater gross registered tons. These vessels include larger fishing and processing vessels, cargo and cruise ships, and public vessels engaged in commerce such as the Alaska State Ferries. SB 273 establishes the spill response planning standard of containment and control, up to 15 percent of the vessel's maximum capacity within 48 hours, and clean up the spill as quickly as possible with minimal damage to the environment. SB 273 also requires these vessels and the railroad to provide proof of financial ability to respond to damages resulting from a spill.

In addition, SB 273 establishes a task force to study, and report back the Legislature by the first day of next session, how to achieve the planning standard in a way that minimizes any potential adverse impacts to industry.

Recent major oil spills along the Alaska Railroad system and from a large fishing vessel in Dutch Harbor illustrate the need to expand Alaska's oil spill prevention and response program. The railroad, cruise ships, large fishing vessels, container ships, along with Alaska's State Ferries carry large volumes of oil and should be prepared to respond quickly in the case of an spill.

Alaska is the only state on the West Coast that has not extended its contingency plan and financial responsibility laws to include non-tank vessels. In light of recent spills from these vessels in our waters, and from the railroad on our land, it is time to strengthen our oil spill laws. SB 273 will provide a heightened awareness of prevention and response readiness and will reduce the number and consequences of oil spills in the future.

SB 273

Overview

What does the Bill do?

- Requires non-tanker vessels and the railroad to provide proof of financial responsibility in case of an oil spill.
- Sets out planning standards for oil spill response contingency plans.
- Establishes a Task Force to study, and report back the Legislature, how to achieve the planning standard in a way that minimizes any potential adverse impacts to industry.

Why?

- Since 1995, non-regulated transportation operations have spilled 10 times more often and spilled 50 times more oil product than the regulated transporters.
 - Regulated tankers and barges – 93 spills totaling 5,286 gallons
 - Non-regulated vessels and the railroad – 945 spills totaling 258,000 gallons

What would be covered?

- Any vessel operating in Alaska over 400 gross. Such as cruise ships, Alaska state ferries, large fishing and processing vessels, cargo ships. Government owned and operated vessels that are not engaged in commerce would be exempt.
- The railroad (oil transportation in tank cars)

Why non-tanker vessels?

- These vessels frequently carry more volume than those carrying fuel as cargo, but are not currently required to have a system and equipment in place to prevent and or respond to spills.
- Non-tanker vessels have a significant spill history in Alaskan Waters
 - Most recently in 1997 the Kuroshima spilled 39,000 gallons of oil near Dutch Harbor.

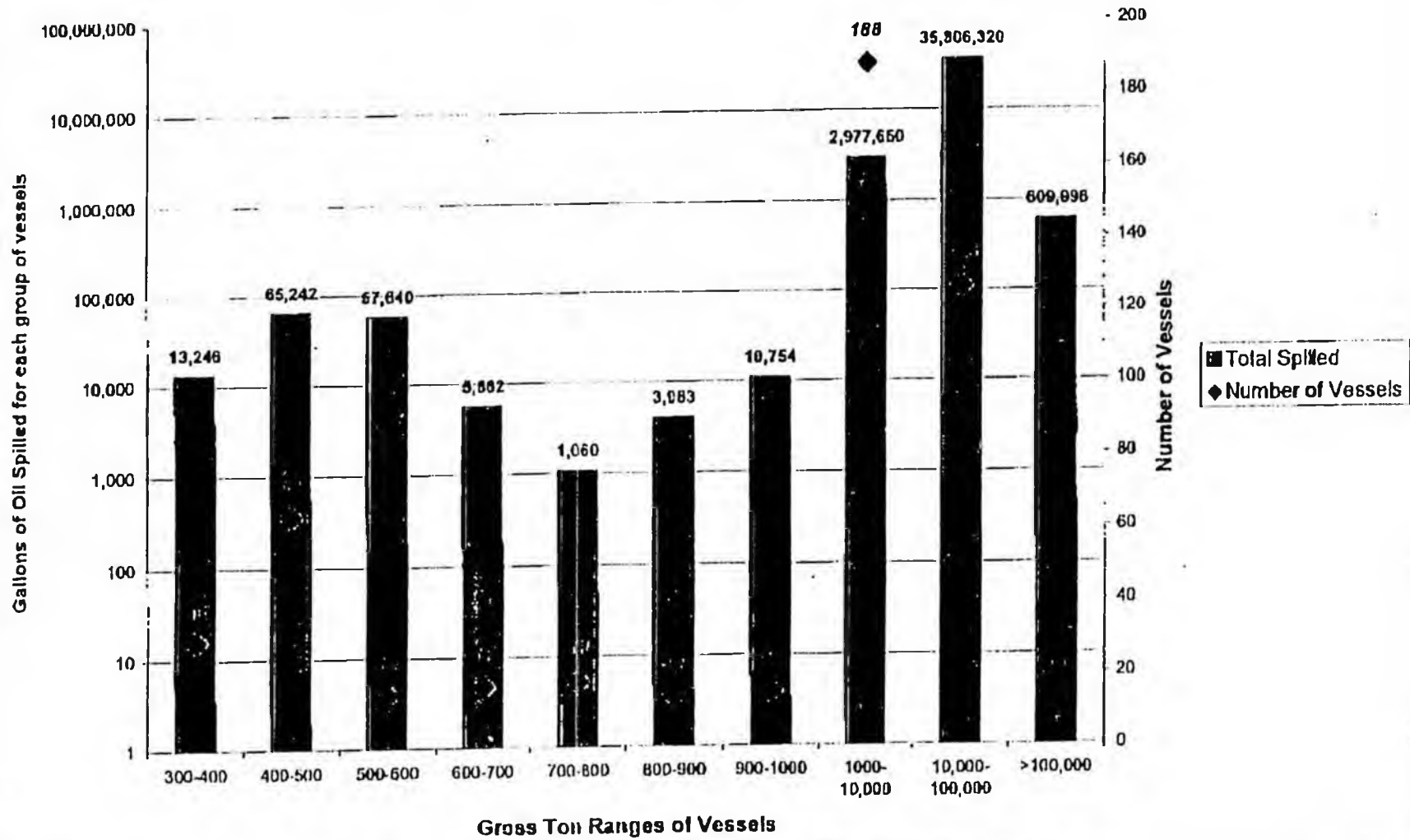
Why include the Railroad ?

- Railroad - Three derailments since 1992 and three spills in the last four months.
 - Two recent spills of approximately 125,000 and 12,450 gallons
 - 1999 – 28,000 cars of fuel x 22,500 gallon (avg.) = 630,000,000 gallons of fuel

Proof of Financial Responsibility:

- A vessel operator/owner and the railroad would be required to demonstrate proof of financial ability to respond and cleanup a major spill.
 - Non-tank vessels & Railroad – persistent oil.....\$300 per barrel
(\$5,000,000 min.)
 - Non-tank vessel & Railroad – non-persistent oil.....\$100 per barrel
(\$1,000,000 min.)

**Alaska Vessel Oil Spill Incidents reported to the USCG
1985 - 1999**

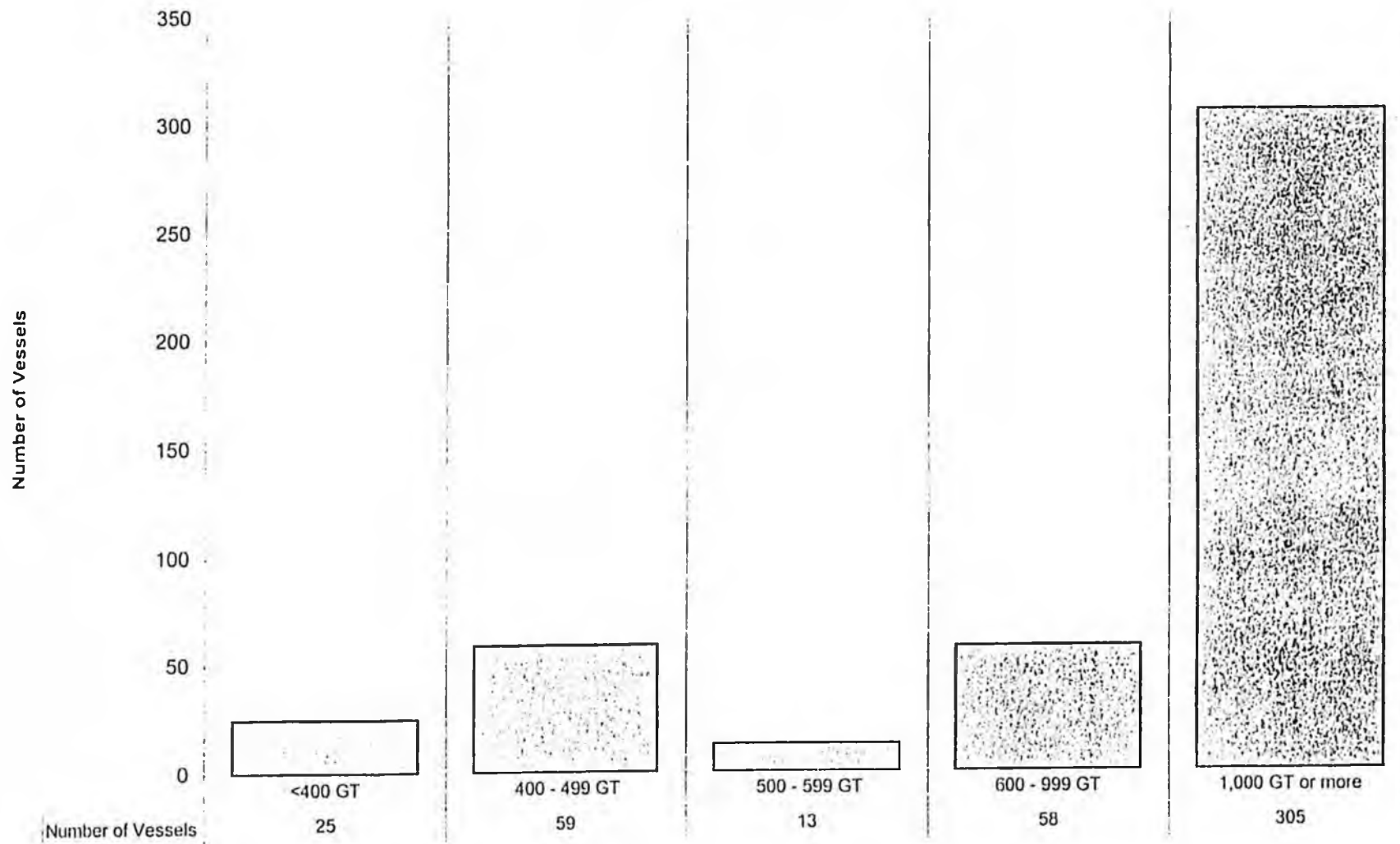


Source: 17th District USCG

Date of Report: 3/22/00

Number of Vessels by Size Class (GT)

(data source: USCG)



NONTANK VESSELS SPILL PREPAREDNESS

	Laws	Threshold	G-Plan	Incident Command System	Response Planning Standard	Financial Responsibility	Best Available Technology	Prevention Requirements	Drills	Inspections	Oil Spill Cleanup Contracts
Alaska Proposed	Y	300 GT	Y	Y	Y	Y	Y	Y	Y	Y	Y
British Columbia	Y	400 GT	Y	N	N	N	N	N	N	N	Y
Washington	Y	300 GT	Y	Y	Y	Y	Y	Y	Y	Y	Y
Oregon	Y	300 GT	Y	Y	Y	Y	N	Y	Y	Y	Y
California	Y	300 GT	Y	Y	Y	Y	Y	N	Y	N	Y
Alaska Present	N	N	N	N	N	N	N	N	N	N	N

VESSELS COVERED BY BILL:

- over 300 gross tons and 6000 gallons of fuel storage capacity -

- bulk freighters & barges
- factory trawlers, fish processors, fish tenders
- cruise ships, ferries
- seismic & survey ships
- crane & construction barges, dredges
- container ships & container barges
- LNG tankers
- idled offshore drill ships
- pipeline & cable laying ships

RESPONSE PLANNING STANDARDS

Equipment, Personnel, and Resources Available

	Covered Vessels and Rail Cars	In Region	Out of Region
PROPOSED	Nontank vessels which: 1. are at least 300 gross tons; and 2. have an oil capacity of at least 6000 gallons	15% of total oil capacity within 48 hours.	Worst case discharge as soon as possible.
	Bulk oil rail tank cars.	15% of total cargo within 48 hours.	
CURRENT	Tank vessels and barges carrying crude oil: 1. with a capacity of less than 500,000 barrels. 2. with a capacity of 500,000 barrels or more.	1. 50,000 barrels within 72 hours. 60% of total cargo as soon as possible. 2. 300,000 barrels within 72 hours. 60% of total cargo as soon as possible.	Worst case discharge as soon as possible.
	Tank vessels and barges carrying non-crude oil.	15% of total cargo within 48 hours.	

PROPOSED FINANCIAL RESPONSIBILITY

Nontank vessel, persistent oil	\$300 <i>per barrel</i>
Nontank vessel, non-persistent oil	\$100 <i>per barrel</i> \$1,000,000 <i>minimum</i>
Railroad, persistent oil	\$300 <i>per barrel</i>
Railroad, non-persistent oil.	\$100 <i>per barrel</i> \$1,000,000 <i>minimum</i>

* **Persistent** - Heavy refined fuels such as bunker, crude, and lube oil.

* **Non-persistent** - Lighter refined fuels such as gas, diesel, kerosene, and jet fuel.

1 barrel = 42 gallons

273

TONY KNOWLES, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

OFFICE OF THE COMMISSIONER

410 Willoughby Ave., Ste 105
Juneau, AK 99801-1795
PHONE: (907) 465-5065
FAX: (907) 465-5070
<http://www.state.ak.us/dec/>

April 28, 2000

The Honorable Eldon Mulder
The Honorable Gene Therriault
Co-Chairmen, House Finance Committee
Alaska House of Representatives
Capitol Building
Juneau, AK 99801

Dear Representative Mulder and Representative Therriault:

It is my understanding that an amendment to HCS CSSB 273 (WTR) may be introduced in the House Finance Committee to exempt US Navy ships from the state's water quality standards for discharges from their seawater compensation systems. As explained in the department's letter to Senator Leman when a similar amendment was proposed to SB 308 (attached), we do not believe this exemption is necessary for Navy ships to operate in Alaska's waters.

Article 2 of the department's water quality standards in chapter 70 currently provide for exceptions to statewide standards (18AAC 70.200 – 18 AAC 70.270). By using the existing tools for exceptions to the state water quality standards the department can protect important water uses and sensitive areas while ensuring all members of the regulated community are treated fairly and consistently.

The department operates under a "Statement of Cooperation" agreement with the Navy to identify and work together on common environmental protection problems. To date we have received no indication from the Navy that the state's water quality standards are an unreasonable barrier to Naval operations in Alaska, nor has the Navy identified the need for waivers to the state water quality standards.

In trying to understand the need for and the origin of this proposal, we contacted General Tom Case of the Alaska Command and Al Hurt, the Navy Regional West Coast Coordinator. Neither had heard about any barrier to Navy ships entering state waters. Neither of them had heard about this proposed legislative exemption. And, neither had heard of the need for any waiver of state water quality standards. General Case further noted that the military services and the state have had success under the terms of the "Statement of Cooperation" in dealing with other situations where there was a conflict with the military service's need and state environmental laws.

STATE OF ALASKA
2000 LEGISLATIVE SESSION

Bill Number: HCSCSSB 273 (WTR)
(H) Publish Date: 4/26/00

Revision Date/Time (Note if correction) _____ Dept. Affected: Environmental Conservation
Title "An Act requiring oil discharge prevention BRU Spill Prevention & Response
and contingency plans...for non-tank vessels and railroad..." Component Industry Preparedness & Pipeline Program
Sponsor Senator Pearce
Requester World Trade and State/Federal Relations. Component No. 1922

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services	58.5	58.5	58.5	58.5	58.5	58.5
Travel	18.6	6.6	6.6	6.6	6.6	6.6
Contractual	125.4	5.4	5.4	5.4	5.4	5.4
Supplies	1.6	1.1	1.1	1.1	1.1	1.1
Equipment	6.5	1.2	1.2	1.2	1.2	1.2
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	210.6	72.8	72.8	72.8	72.8	72.8
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type) 1052 Oil/Haz FD	210.6	72.8	72.8	72.8	72.8	72.8
TOTAL	210.6	72.8	72.8	72.8	72.8	72.8

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time	1	1	1	1	1	1
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Fiscal Impact: One Environmental Specialist III, in Juneau will initially assist with the Task Force on Motorized Oil Transport and will subsequently receive and review financial responsibility documentation, maintain the associated database, and issue certificates of financial responsibility for nontank vessels and the railroad.

The Alaska Department of Environmental Conservation is tasked with managing, participating in, and staffing a Task Force on Motorized Oil Transport. The task force is directed to meet as frequently as needed to prepare a report to the Twenty-Second Alaska State Legislature. Contractual services will be for assistance with technical issues in applying the oil spill prevention and response rules to the Alaska Railroad and the various classes and categories of nontank vessels operating in the different areas of the state. The completed report will include recommendations on changes to the statutes and regulations. Additionally a facilitator will be retained to assist with the complexities in bringing together the divergent and often contentious views of the participating task force members. Travel and per diem is for Department staff to participate in task force meetings.

Prepared by: Larry Dietrick Phone 465-5250
Division SPAR Date/Time 4/25/00 12:05 PM
Approved by: Commissioner [Signature] Date 4/25/00
Agency Department of Environmental Conservation

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Personal Services New Position Detail

Department of Environmental Conservation

Scenario: FY2001 Legislative Fiscal Note Info
 Component: Industry Preparedness and Pipeline Operations (1922)
 BRU Name: Spill Prevention and Response

PCN	Job Class Title	Time Status	Retire Code	Barg Unit	Location	Salary Sched	Range & Steps	Budgeted Months	Split / Count	Annual Salary	COLA	Premium Pay	Annual Benefits	Total Costs
18-#005	Environmental Spec III	FT	A	GG	Juneau	1A	18A	12.0		43,860	0	0	14,617	58,477

Justification:

Environmental Specialist II will initially assist in developing regulations and will subsequently review financial responsibility documentation and maintain associated database.

Funding Detail:

1052	Oil/Hazardous Response Fund	100.00%	58,477
Total Funding:		100.00%	58,477

Component Summary:

Total New Positions: 1

Fund Description	Fund Percent	Fund Amount
1052 Oil/Hazardous Response Fund	100.00%	58,477
Total Funding:		100.00% 58,477

Doris R 2/22

Note: If a position is split, an asterisk (*) will appear in the Split/Count column. If the split position is also counted in the component, two asterisks (**) will appear in this column.

FISCAL NOTE

Bill Version: HCSCSSB 273 (RES)

(H) Publish Date: 4/17/00

**STATE OF ALASKA
2000 LEGISLATIVE SESSION**

Revision Date/Time (Note if correction) 04/13/2000

Dept. Affect: DCED

Title Spill response legislation

BRU ARRC

Component _____

Sponsor Senator Drue Pearce

Requester _____

Component No. _____

Expenditures/Revenues

Thousands of Dollars

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual		1,650.0	750.0	750.0	750.0	750.0
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	1,650.0	750.0	750.0	750.0	750.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE

(Thousands of Dollars)

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1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Railroad		1,650.0	750.0	750.0	750.0	750.0
TOTAL	0.0	1,650.0	750.0	750.0	750.0	750.0

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Information attached outlines ARRC's proof of financial responsibility and provides estimates for oil discharge, prevention and contingency plans.

Prepared by: Wendy Lindskoog

Phone 265-2498

Division ARRC

Date/Time 4/13/00 9:53 AM

Approved by Commissioner [Signature]

Date 4/13

Agency _____

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SB 273: By Senator Drue Pearce

Alaska Railroad Corporation Financial Responsibility:

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The proposed legislation would require the Alaska Railroad to have proof of financial responsibility to respond to damages of approximately \$5,450,000. This amount is derived from a maximum of 100 tank cars per train, multiplied by 545 barrels per tank car, multiplied by \$100 per barrel. Typically, an Alaska Railroad fuel train pulls approximately 50 car loads of fuel.

It is the railroad's intent to use a portion of an existing line of credit as proof of financial ability.

The Alaska Railroad also estimates the following cost for oil discharge prevention and contingency plans:

- 1) Contingency plan development: \$250,000
Includes mapping, environmental assessment, response needs (personnel and equipment), public involvement, agency review
- 2) Risk assessment: \$400,000
Includes risk assessment and recommendations by consultants and public review
- 3) Contingency plan implementation: \$1,000,000 – first year, \$750,000 – subsequent years
Assumes cost of equipment, personnel, training, drills annually

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

BILL No. 2
Bill Version: SB 273
(S) Publish Date: 3-21-00

Revision Date/Time (Note if correction) _____ Dept. Affected: Environmental Conservation
Title "An Act requiring oil discharge prevention BRU Spill Prevention & Response
and contingency plans...for non-tank vessels and railroad..." Component Industry Preparedness & Pipeline Program
Sponsor Senator Pearce
Requester Senate Resources Component No. 1922

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services	168.5	168.5	168.5	168.5	168.5	168.5
Travel	19.8	19.8	19.8	19.8	19.8	19.8
Contractual	127.7	37.7	37.7	37.7	37.7	37.7
Supplies	3.3	3.3	3.3	3.3	3.3	3.3
Equipment	19.5	3.7	3.7	3.7	3.7	3.7
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	338.8	233.0	233.0	233.0	233.0	233.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
------------------------	-----	-----	-----	-----	-----	-----

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type) 1052 Oil/Haz FD	338.8	233.0	233.0	233.0	233.0	233.0
TOTAL	338.8	233.0	233.0	233.0	233.0	233.0

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time	3	3	3	3	3	3
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Fiscal Impact: Three (3) full time positions will be required to draft and administer regulations for approximately 50 new nontank vessel operators and railroads. Two Environmental Specialists III will be located in Anchorage to initially develop regulations, and will then subsequently review and approve individual oil discharge prevention and contingency plans, inspect vessels and railroad facilities, and conduct and evaluate spill response drills. One Environmental Specialist II in Juneau will initially assist in developing regulations, and will subsequently review financial responsibility documentation and maintain the associated database, and conduct southeast vessel inspections. During the first year, \$90.0 for professional services contracts is included to assist in the negotiated rule making process and technical issues associated with the regulations. Other contractual funds cover position support costs and technical assistance with inspections and spill response drills.

Economic Impact: This bill will require some operators to incur additional costs for oil spill response equipment, contracts with spill response organizations if they are not already voluntarily meeting the regulatory standard, and costs to obtain and demonstrate proof of financial responsibility.

Prepared by: Larry Dietrick Phone 465-5250
Division: SPAR Date/Time 2/18/00 5:35 PM
Approved by: Commissioner *Ken Tashiro* Date 2-19-00
Agency: Department of Environmental Conservation

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Personal Services Component Summary

FY: 2001
 Scenario: FY2001 Legislative Fiscal Note Info
 Department: Environ Conservation

BRU: Spill Prevention and Response
 Component: Industry Prep. & Pipeline Op. (1922)

Line 100 Summary:

Salaries:	125,796
Benefits:	42,711
Premium Pay:	0
COLA:	0
Pre-vacancy total:	168,507
Minus 0.00% vacancy:	(0)
Post-vacancy total:	168,507
Lump sum prem. pay:	0
Total Line 100:	168,507

Change Record Total: 0.0

Total Component Months: 36.0

Active Positions:

	Existng	New	Transferred In	Total Positions
Full Time:	0	3	0	3
Part Time:	0	0	0	0
Non-Perm:	0	0	0	0
Total:	0	3	0	3

Inactive Positions:

	Deleted	Transferred Out
Full Time:	0	0
Part Time:	0	0
Non-Perm:	0	0
Total:	0	0

Split Positions:

	Counted	Not Counted	Total Splits
Full Time:	0	0	0
Part Time:	0	0	0
Non-Perm:	0	0	0
Total:	0	0	0

Component PCN Funding Summary:

	Amount	w/Vacancy
1004 General Fund Receipts	168,507	168,507
	168,507	168,507

Component PCN Summary:

PCN	Status	Job Title	Rng	Stp	BU	Pos	Split	Location	Mths	Salary	Prem	COLA	Benes	Total
18-#004	N	[No job title provided]	18	A	GG	FT		Anchorage	12.0	43,860	0	0	14,617	58,477
18-#005	N	[No job title provided]	16	A	GG	FT		Juneau	12.0	38,076	0	0	13,477	51,553
18-#006	N	[No job title provided]	18	A	GG	FT		Anchorage	12.0	43,860	0	0	14,617	58,477

Status Key: N=New D=Deleted TI=Transferred-in TO=Transferred-out

Personal Services Detail For PCN 18-#004

FY: 2001

Scenario: FY2001 Legislative Fiscal Note Info (890)
 Department: Environ Conservation

BRU: Spill Prevention and Response
 Component: Industry Prep. & Pipeline Op. (1922)

Position Detail:

Position Status: New	Budgeted Months: 12.0
Bargaining Unit: GG General Gov't Employees	Component Months: 12.0
Class: #0018 [No Job Title Provided]	Ment Date: none
Location: EBA Anchorage	Salary Change Date: none
Position Type: FACL Full Time	Calculation Method: Monthly - Steps and Months
Retirement: A PERS Other	Range / Step 1: 18 A 3,655.00/mth. for 12.0 mths.
Salary Schedule: 1A BASE	Range / Step 2:
Strike Class: 1	
Overtime Eligible: Yes	Total Salary: 43,860
Position Frozen: No	Total Premium Pay: 0
Position Split: No	Total Benefits: 14,617
Project:	Total COLA: 0
Region:	Total Position Cst: 58,477

Premium Pay:

Overtime Pay: 0.00 Hours: 0.00	Higher Class Pay: 0.00
Graveyard Pay: 0.00 Mths: 0.00	Standby Pay: 0.00
Swing Shift Pay: 0.00 Mths: 0.00	Subsistence Pay: 0.00
Hazardous Pay: 0.00	Additional Pay: 0.00
Seaduty Pay: 0.00	Total Premium Pay: 0

Benefits:

<u>Department Benefits:</u>	<u>FULL</u>	
Leave Cash-In:	1.36% =	596.50
Risk Management:	0.82% =	359.65
Unemployment Insurance:	0.42% =	184.21
Term Leave:	1.88% =	824.57
Short Term Non Perm:	0.00% =	0.00
Unique Rate:	0.00% =	0.00
Bargaining Unit Override Rate:	0.00% =	0.00
Total Department Benefits:	4.48% =	1,964.93
<u>Retirement Benefit:</u>	<u>FULL</u>	
Retirement Benefit:	8.09% =	3,548.27

<u>Statewide Benefits:</u>	<u>FULL</u>	
Health Insurance:	488.50 / Mth. =	5,862.00 / Yr.
Life Insurance:	1.54 / Mth. =	18.48 / Yr.
Legal Trust Fund:	8.00 / Mth. =	96.00 / Yr.
Total Statewide Benefits:	498.04 / Mth. =	5,976.48 / Yr.
<u>SBS Benefits:</u>	<u>FULL</u>	
Supplement Benefits:	6.13% =	2,688.62
<u>Medicare Deduction:</u>	<u>FULL</u>	
Medicare Cost:	1.00% =	438.60
Total Benefits:		14,617

Notes: [none]

Position Justification:

Funding Detail:	Percent	Amount
1004 General Fund Receipts	100.00%	58,477.00
Total Funding:	100.00%	58,477.00

Personal Services Detail For PCN 18-#005

FY: 2001
 Scenario: FY2001 Legislative Fiscal Note Info (890)
 Department: Environ Conservation

BRU: Spill Prevention and Response
 Component: Industry Prep. & Pipeline Op. (1922)

Position Detail:

Position Status: New	Budgeted Months: 12.0
Bargaining Unit: GG General Gov't Employees	Component Months: 12.0
Class: #0016 [No Job Title Provided]	Merit Date: none
Location: AWA Juneau	Salary Change Date: none
Position Type: FACL Full Time	Calculation Method: Monthly - Steps and Months
Retirement: A PERS Other	Range / Step 1: 16 A 3,173.00/mth. for 12.0 mths.
Salary Schedule: 1A BASE	Range / Step 2:
Strike Class: 1	
Overtime Eligible: Yes	Total Salary: 38,076
Position Frozen: No	Total Premium Pay: 0
Position Split: No	Total Benefits: 13,477
Project:	Total COLA: 0
Region:	Total Position Cost: 51,553

Premium Pay:

Overtime Pay: 0.00 Hours: 0.00	Higher Class Pay: 0.00
Graveyard Pay: 0.00 Mths: 0.00	Standby Pay: 0.00
Swing Shift Pay: 0.00 Mths: 0.00	Subsistence Pay: 0.00
Hazardous Pay: 0.00	Additional Pay: 0.00
Seaduty Pay: 0.00	Total Premium Pay: 0

Benefits:

<u>Department Benefits:</u> <u>FULL</u>	<u>Statewide Benefits:</u> <u>FULL</u>
Leave Cash-In: 1.36% = 517.83	Health Insurance: 488.50 / Mth.= 5,862.00/ Yr.
Risk Management: 0.82% = 312.22	Life Insurance: 1.54 / Mth.= 18.48/ Yr.
Unemployment Insurance: 0.42% = 159.92	Legal Trust Fund: 8.00 / Mth.= 96.00/ Yr.
Term Leave: 1.88% = 715.83	<u>Total Statewide Benefits:</u> 498.04 / Mth.= 5,976.48 / Yr.
Short Term Non Perm: 0.00% = 0.00	<u>SBS Benefits:</u> <u>FULL</u>
Unique Rate: 0.00% = 0.00	Supplement Benefits: 6.13% = 2,334.06
Bargaining Unit Override Rate: 0.00% = 0.00	<u>Medicare Deduction:</u> <u>FULL</u>
<u>Total Department Benefits:</u> 4.48% = 1,705.80	Medicare Cost: 1.00% = 380.76
<u>Retirement Benefit:</u> <u>FULL</u>	<u>Total Benefits:</u> 13,477
Retirement Benefit: 8.09% = 3,080.35	

Notes: [none]

Position Justification:

Funding Detail:	Percent	Amount
1004 General Fund Receipts	100.00%	51,553.00
Total Funding:	100.00%	51,553.00

Personal Services Detail For PCN 18-#006

FY: 2001
 Scenario: FY2001 Legislative Fiscal Note Info (890)
 Department: Environ Conservation

BRU: Spill Prevention and Response
 Component: Industry Prep. & Pipeline Op. (1922)

Position Detail:

Position Status: New	Budgeted Months: 12.0
Bargaining Unit: GG General Gov't Employees	Component Months: 12.0
Class: #0018 (No Job Title Provided)	Merit Date: none
Location: EBA Anchorage	Salary Change Date: none
Position Type: FACL Full Time	Calculation Method: Monthly - Steps and Months
Retirement: A PERS Other	Range / Step 1: 18 A 3,655.00/mth. for 12.0 mths.
Salary Schedule: 1A BASE	Range / Step 2:
Strike Class: 1	
Overtime Eligible: Yes	Total Salary: 43,860
Position Frozen: No	Total Premium Pay: 0
Position Split: No	Total Benefits: 14,617
Project:	Total COLA: 0
Region:	Total Position Cost: 58,477

Premium Pay:

Overtime Pay: 0.00 Hours: 0.00	Higher Class Pay: 0.00
Graveyard Pay: 0.00 Mths: 0.00	Standby Pay: 0.00
Swing Shift Pay: 0.00 Mths: 0.00	Subsistence Pay: 0.00
Hazardous Pay: 0.00	Additional Pay: 0.00
Seaduty Pay: 0.00	Total Premium Pay: 0

Benefits:

<u>Department Benefits:</u> FULL	<u>Statewide Benefits:</u> FULL
Leave Cash-In: 1.36% = 596.50	Health Insurance: 488.50 / Mth. = 5,862.00 / Yr.
Risk Management: 0.82% = 359.65	Life Insurance: 1.54 / Mth. = 18.48 / Yr.
Unemployment Insurance: 0.42% = 184.21	Legal Trust Fund: 8.00 / Mth. = 96.00 / Yr.
Term Leave: 1.88% = 824.57	Total Statewide Benefits: 498.04 / Mth. = 5,976.48 / Yr.
Short Term Non Perm: 0.00% = 0.00	<u>SBS Benefits:</u> FULL
Unique Rate: 0.00% = 0.00	Supplement Benefits: 6.13% = 2,688.62
Bargaining Unit Override Rate: 0.00% = 0.00	<u>Medicare Deduction:</u> FULL
Total Department Benefits: 4.48% = 1,964.93	Medicare Cost: 1.00% = 438.60
<u>Retirement Benefit:</u> FULL	Total Benefits: 14,617
Retirement Benefit: 8.09% = 3,548.27	

Notes: (none)

Position Justification:

Funding Detail:

	Percent	Amount
1004 General Fund Receipts	100.00%	58,477.00
Total Funding:	100.00%	58,477.00

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

No.
Bill Version: SB 273
(S) Publish Date: 3-21-00

Revision Date/Time (Note if correction) _____ Dept. Affected DOT&PF
Title "An Act requiring oil discharge prevention and BRU Marine Highway System
contingency plans,..." Component Southeast & Southwest
Sponsor Senator Pearce Vessel Operations
Requester Senate Resources Component Serial No. _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual	125.0	125.0	125.0	125.0	125.0	125.0
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	125.0	125.0	125.0	125.0	125.0	125.0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other: Oil Spill Response Fund	125.0	125.0	125.0	125.0	125.0	125.0
TOTAL	125.0	125.0	125.0	125.0	125.0	125.0

Estimate of any current year (FY00) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This represents the estimated cost to the Alaska Marine Highway System to contract for oil spill response services to meet the requirements of this bill.

Prepared by Dennis Poshard, Special Assistant to the Commissioner Phone 465-3904
Division Office of the Commissioner Date/Time 2/18/00 2:21 PM
Approved by Commissioner [Signature] Date _____
Agency for Joseph L. Perkins, DOT&RF

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FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

No. 1
Bill Version: SB 273
(S) Publish Date: 3-21-00

Revision Date/Time (Note if correction) _____ Dept. Affected DOT&PF
Title "An Act requiring oil discharge prevention and contingency plans,..." BRU Marine Highway System
Sponsor Senator Pearce Component Southeast & Southwest
Requester Senate Resources Component Serial No. _____
Vessel Operations

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual	125.0	125.0	125.0	125.0	125.0	125.0
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	125.0	125.0	125.0	125.0	125.0	125.0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other: Oil Spill Response Fund	125.0	125.0	125.0	125.0	125.0	125.0
TOTAL	125.0	125.0	125.0	125.0	125.0	125.0

Estimate of any current year (FY00) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This represents the estimated cost to the Alaska Marine Highway System to contract for oil spill response services to meet the requirements of this bill.

Prepared by Dennis Poshard, Special Assistant to the Commissioner Phone 465-3904
Division Office of the Commissioner Date/Time 2/18/00 2:21 PM
Approved by Commissioner Joseph L. Perkins, DOT&RF Date _____
Agency for

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273

Subject: SB273 in House Finance

Date: Thu, 27 Apr 2000 16:47:52 -0800

From: "Tom W. Rueter" <tomr@northstarak.com>

To: <Mike_Tibbles@legis.state.ak.us>

Thank you for your time in talking about this bill. I am hoping to provide testimony at the hearing tomorrow if public testimony is allowed.

Please feel free to pass out the following

SB273 in conjunction with SCR01 has evolved over the past two months since first introduction by Senator Pearce. I individually as well as many members of industry operating the affected vessels and rail cars have all expressed concerns about various aspects of the proposed legislation. We have been able to make considerable headway to address those concerns which we originally raised. The bill in it's current draft in conjunction with the SCR 01 fairly meets the changes which industry has sought.

Protection of the state waters and coastline is of great concern to the vessel operators affected by this bill, but cost consideration and practical application are two items which continue to evade full evaluation at this point. With establishment of the Task force to work, develop and review how to implement the response planning standards set out in AS 46.04.055(c) (in this Act), I would hope that reasonableness can prevail.

Frequently, other state's models have been used as examples and I would again like to bring as an example a Nontank vessel entering into Puget Sound between the size of 1000 -4,999 gross tons makes notice of it's 24 hours prior to entering Puget Sound.

It is not required to have a spill contingency plan (this plan is held strictly by Washington State Maritime Co-operative)

It is not required to have any response equipment on board.
It is not required to have any response training of the crew.
There is not limit to the amount of time the vessel can remain within the coverage area.

All of this for the roundtrip cost of \$121.50 total. There is no membership in a response Co-op and contracts between the vessel owners and a PRAC at this level.

Serious consideration is needed by the legislature and the Task force to assure that we are not adding costs to our exportable resources or burdening our residents with unreasonable costs which may contribute to further weakening the competitive position of our resources in the World Market.

We look forward to continuing participation in this process to make sure this takes place.

Thank you.

Tom W. Rueter
North Star Maritime Agencies
Tel: (907) 263-0110
Fax: (907) 272-8755
E-Mail: tomr@northstarak.com

SB

273

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 3/21/00

FURTHER: SC 3/27/00

DATE TURNED IN TO OFFICE: 27 March 2000

Finance Committee considered

SENATE BILL NO. 273

"An Act requiring oil discharge prevention and contingency plans and proof of financial responsibility for nontank vessels and railroad tank cars; authorizing inspection of nontank vessels and trains; and providing for an effective date."

and recommends:

- be replaced with _____ CS SB 273 (FIN)
- adopt previous _____ CS CS forthcoming (_____)
- attached amendment(s)
- adopt Letter of Intent by _____
- further referral to the _____ Committee

- Senate Bill:**
- same title
 - new title
- House Bill:**
- same title
 - technical title
 - new: SCR# _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
		<i>[Signature]</i>	✓		
		<i>Linda Meen</i>	✓		
		<i>[Signature]</i>	✓		
		<i>[Signature]</i>	✓		
		<i>[Signature]</i>	✓		
		<i>[Signature]</i>	✓		
Co-Chair: <i>[Signature]</i>	✓	Co-Chair:			
Co-Chair: <i>[Signature]</i>	✓	Co-Chair:			

NEW FISCAL NOTE(S):

Department	Date	Zero	Fiscal
forth coming f/n			

PREVIOUS FISCAL NOTE(S):*

Department	Date	Zero	Fiscal

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

REPORTED OUT OF
SFC 3/27/00

BILL NO. CSSB 273 (FIN)

Revision Date/Time (Note if correction) _____ Dept. Affected: Environmental Conservation
 Title "An Act requiring oil discharge prevention and contingency plans...for non-tank vessels and railroad..." BRU Spill Prevention & Response
 Component Industry Preparedness & Pipeline Program
 Sponsor Senator Pearce
 Requester Senate Finance Component No. 1922

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services	168.5	168.5	168.5	168.5	168.5	168.5
Travel	19.8	19.8	19.8	19.8	19.8	19.8
Contractual	127.7	37.7	37.7	37.7	37.7	37.7
Supplies	3.3	3.3	3.3	3.3	3.3	3.3
Equipment	19.5	3.7	3.7	3.7	3.7	3.7
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	338.8	233.0	233.0	233.0	233.0	233.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	------------	------------	------------	------------	------------	------------

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type) 1052 Oil/Haz FD	338.8	233.0	233.0	233.0	233.0	233.0
TOTAL	338.8	233.0	233.0	233.0	233.0	233.0

Estimate of any current year (FY2000) cost: 0.0

POSITIONS

Full-time	3	3	3	3	3	3
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Fiscal Impact: Three (3) full time positions will be required to draft and administer regulations for approximately 50 new nontank vessel operators and railroads. Two Environmental Specialists III will be located in Anchorage to initially develop regulations, and will then subsequently review and approve individual oil discharge prevention and contingency plans, inspect vessels and railroad facilities, and conduct and evaluate spill response drills. One Environmental Specialist II in Juneau will initially assist in developing regulations, and will subsequently review financial responsibility documentation and maintain the associated database, and conduct southeast vessel inspections. During the first year, \$90.0 for professional services contracts is included to assist in the negotiated rule making process and technical issues associated with the regulations. Other contractual funds cover position support costs and technical assistance with inspections and spill response drills.

Economic Impact: This bill will require some operators to incur additional costs for oil spill response equipment, contracts with spill response organizations if they are not already voluntarily meeting the regulatory standard, and costs to obtain and demonstrate proof of financial responsibility.

Prepared by: Larry Dietrick Phone 465-5250
 Division SPAR Date/Time 3/28/00 2:07 PM
 Approved by: Commissioner K. J. Frank Date 3/28/00
 Agency Department of Environmental Conservation

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Fiscal Services Component Summary

FY: 2001

Scenario: FY2001 Legislative Fiscal Note Info
 Department: Environ Conservation

BRU: Spill Prevention and Response
 Component: Industry Prep. & Pipeline Op. (1922)

Line 100 Summary:

Salaries:	125,796
Benefits:	42,711
Premium Pay:	0
COLA:	0
Pre-vacancy total:	168,507
Minus 0.00% vacancy:	(0)
Post-vacancy total:	168,507
Lump sum prem. pay:	0
Total Line 100:	168,507

Change Record Total: 0.0

Total Component Months: 36.0

Active Positions:

	Existing	New	Transferred In	Total Positions
Full Time:	0	3	0	3
Part Time:	0	0	0	0
Non-Perm:	0	0	0	0
Total:	0	3	0	3

Inactive Positions:

	Deleted	Transferred Out
Full Time:	0	0
Part Time:	0	0
Non-Perm:	0	0
Total:	0	0

Split Positions:

	Counted	Not Counted	Total Splits
Full Time:	0	0	0
Part Time:	0	0	0
Non-Perm:	0	0	0
Total:	0	0	0

Component PCN Funding Summary:

	Amount	w/Vacancy
1004 General Fund Receipts	168,507	168,507
	168,507	168,507

Component PCN Summary:

PCN	Status	Job Title	Rng	Stp	BU	Pos	Split	Location	Mths	Salary	Prem	COLA	Benes	Total
8-#004	N	[No job title provided]	18	A	GG	FT		Anchorage	12.0	43,860	0	0	14,617	58,477
8-#005	N	[No job title provided]	16	A	GG	FT		Juneau	12.0	38,076	0	0	13,477	51,553
8-#006	N	[No job title provided]	18	A	GG	FT		Anchorage	12.0	43,860	0	0	14,617	58,477

Status Key: N=New D=Deleted TI=Transferred-in TO=Transferred-out

FY: 2001

Scenario: FY2001 Legislative Fiscal Note Info (890)
Department: Environ Conservation

BRU: Spill Prevention and Response
Component: Industry Prep. & Pipeline Op. (1922)

Position Detail:

Position Status: New	Budgeted Months: 12.0
Bargaining Unit: GG General Gov't Employees	Component Months: 12.0
Class: #0018 [No Job Title Provided]	Merit Date: none
Location: EBA Anchorage	Salary Change Date: none
Position Type: FACL Full Time	Calculation Method: Monthly - Steps and Months
Retirement: A PERS Other	Range / Step 1: 18 A 3,655.00/mth, for 12.0 mths.
Salary Schedule: 1A BASE	Range / Step 2:
Strike Class: 1	
Overtime Eligible: Yes	Total Salary: 43,860
Position Frozen: No	Total Premium Pay: 0
Position Split: No	Total Benefits: 14,617
Project:	Total COLA: 0
Region:	Total Position Cost: 58,477

Premium Pay:

Overtime Pay: 0.00 Hours: 0.00	Higher Class Pay: 0.00
Graveyard Pay: 0.00 Mths: 0.00	Standby Pay: 0.00
Swing Shift Pay: 0.00 Mths: 0.00	Subsistence Pay: 0.00
Hazardous Pay: 0.00	Additional Pay: 0.00
Seaduty Pay: 0.00	Total Premium Pay: 0

Benefits:

<u>Department Benefits:</u> FULL	<u>Statewide Benefits:</u> FULL
Leave Cash-In: 1.36% = 596.50	Health Insurance: 488.50 / Mth.= 5,862.00/ Yr.
Risk Management: 0.82% = 359.65	Life Insurance: 1.54 / Mth.= 18.48/ Yr.
Unemployment Insurance: 0.42% = 184.21	Legal Trust Fund: 8.00 / Mth.= 96.00/ Yr.
Term Leave: 1.88% = 824.57	<u>Total Statewide Benefits:</u> 498.04 / Mth.= 5,976.48/ Yr.
Short Term Non Perm: 0.00% = 0.00	<u>SBS Benefits:</u> FULL
Unique Rate: 0.00% = 0.00	Supplement Benefits: 6.13% = 2,688.62
Bargaining Unit Override Rate: 0.00% = 0.00	<u>Medicare Deduction:</u> FULL
<u>Total Department Benefits:</u> 4.48% = 1,964.93	Medicare Cost: 1.00% = 438.60
<u>Retirement Benefit:</u> FULL	Total Benefits: 14,617
Retirement Benefit: 8.09% = 3,548.27	

Notes: [none]

Position Justification:

Funding Detail:	Percent	Amount
1004 General Fund Receipts	100.00%	58,477.00
Total Funding:	100.00%	58,477.00

Position Detail:

Position Status: New	Budgeted Months: 12.0
Bargaining Unit: GG General Gov't Employees	Component Months: 12.0
Class: #0016 [No Job Title Provided]	Merit Date: none
Location: AWA Juneau	Salary Change Date: none
Position Type: FACL Full Time	Calculation Method: Monthly - Steps and Months
Retirement: A PERS Other	Range / Step 1: 16 A 3,173.00/mth. for 12.0 mths.
Salary Schedule: 1A BASE	Range / Step 2:
Strike Class: 1	
Overtime Eligible: Yes	Total Salary: 38,076
Position Frozen: No	Total Premium Pay: 0
Position Split: No	Total Benefits: 13,477
Project:	Total COLA: 0
Region:	Total Position Cost: 51,553

Premium Pay:

Overtime Pay: 0.00 Hours: 0.00	Higher Class Pay: 0.00
Graveyard Pay: 0.00 Mths: 0.00	Standby Pay: 0.00
Swing Shift Pay: 0.00 Mths: 0.00	Subsistence Pay: 0.00
Hazardous Pay: 0.00	Additional Pay: 0.00
Seaduty Pay: 0.00	Total Premium Pay: 0

Benefits:

<u>Department Benefits:</u>	<u>FULL</u>
Leave Cash-In: 1.36% =	517.83
Risk Management: 0.82% =	312.22
Unemployment Insurance: 0.42% =	159.92
Term Leave: 1.88% =	715.83
Short Term Non Perm: 0.00% =	0.00
Unique Rate: 0.00% =	0.00
Bargaining Unit Override Rate: 0.00% =	0.00
<u>Total Department Benefits:</u>	<u>4.48% = 1,705.80</u>
<u>Retirement Benefit:</u>	<u>FULL</u>
Retirement Benefit: 8.09% =	3,080.35

<u>Statewide Benefits:</u>	<u>FULL</u>
Health Insurance: 488.50 / Mth.=	5,862.00/ Yr.
Life Insurance: 1.54 / Mth.=	18.48/ Yr.
Legal Trust Fund: 8.00 / Mth.=	96.00/ Yr.
<u>Total Statewide Benefits:</u>	<u>498.04 / Mth.= 5,976.48/ Yr.</u>

<u>SBS Benefits:</u>	<u>FULL</u>
Supplement Benefits: 6.13% =	2,334.06

<u>Medicare Deduction:</u>	<u>FULL</u>
Medicare Cost: 1.00% =	380.76

Total Benefits: 13,477

Notes: (none)

Position Justification:

Funding Detail:

	Percent	Amount
1004 General Fund Receipts	100.00%	51,553.00
<u>Total Funding:</u>	<u>100.00%</u>	<u>51,553.00</u>

Position Detail:

Position Status: New
 Bargaining Unit: GG General Gov't Employees
 Class: #0018 [No Job Title Provided]
 Location: EBA Anchorage
 Position Type: FACL Full Time
 Retirement: A PERS Other
 Salary Schedule: 1A BASE
 Strike Class: 1
 Overtime Eligible: Yes
 Position Frozen: No
 Position Split: No
 Project:
 Region:

Budgeted Months: 12.0
 Component Months: 12.0
 Merit Date: none
 Salary Change Date: none
 Calculation Method: Monthly - Steps and Months
 Range / Step 1: 18 A 3,655.00/mth. for 12.0 mths.
 Range / Step 2:
 Total Salary: 43,860
 Total Premium Pay: 0
 Total Benefits: 14,617
 Total COLA: 0
 Total Position Cost: 58,477

Premium Pay:

Overtime Pay: 0.00 Hours: 0.00
 Graveyard Pay: 0.00 Mths: 0.00
 Swing Shift Pay: 0.00 Mths: 0.00
 Hazardous Pay: 0.00
 Seaduty Pay: 0.00

Higher Class Pay: 0.00
 Standby Pay: 0.00
 Subsistence Pay: 0.00
 Additional Pay: 0.00
 Total Premium Pay: 0

Benefits:

Department Benefits:	FULL	
Leave Cash-In:	1.36% =	596.50
Risk Management:	0.82% =	359.65
Unemployment Insurance:	0.42% =	184.21
Term Leave:	1.88% =	824.57
Short Term Non Perm:	0.00% =	0.00
Unique Rate:	0.00% =	0.00
Bargaining Unit Override Rate:	0.00% =	0.00
Total Department Benefits:	4.48% =	1,964.93
Retirement Benefit:	FULL	
Retirement Benefit:	8.09% =	3,548.27

Statewide Benefits:	FULL	
Health Insurance:	488.50 / Mth.=	5,862.00 / Yr.
Life Insurance:	1.54 / Mth.=	18.48 / Yr.
Legal Trust Fund:	8.00 / Mth.=	96.00 / Yr.
Total Statewide Benefits:	498.04 / Mth.=	5,976.48 / Yr.
SBS Benefits:	FULL	
Supplement Benefits:	6.13% =	2,688.62
Medicare Deduction:	FULL	
Medicare Cost:	1.00% =	438.60
Total Benefits:	14,617	

Notes: (none)

Position Justification:

Funding Detail:

	Percent	Amount
1004 General Fund Receipts	100.00%	58,477.00
Total Funding:	100.00%	58,477.00

SENATE FINANCE
COMMITTEE

1-LS1464\I.5
Chenoweth
3/24/00

Amendment Number: #1

Bill Number: SB 273

Sponsor: ~~Torres~~ Date: 3/27/00

Logged In By: Mindy

AMENDMENT

OFFERED IN THE SENATE

TO: CSSB 273(RES)

1 Page 5, line 28:

2 Delete "may"

3 Insert "shall"

4 Page 5, line 29, following "Act.":

5 Insert "The commissioner of environmental conservation shall adopt the regulations

6 no later than March 1, 2001."

SENATE FINANCE COMMITTEE
2000 COMMITTEE ACTION

Bill Number	SB 273
Amendment	#1
Motion	
<u>Motion by</u>	P
<u>Objection</u>	
<u>Objection by</u>	
<u>Removed</u>	
<u>Second Objection by</u>	
<u>Committee Member</u>	<u>Vote</u>
Senator Gary Wilken	
Senator Pete Kelly	
Senator Lyda Green	
Senator Randy Phillips	
Senator Dave Donley	
Senator Loren Leman	
Senator Al Adams	
Co-Chair Sean Parnell	
Co-Chair John Torgerson	
<u>Tally</u>	
Yea	0
Nay	0
Absent	0
<u>MOTION</u>	no obj

SENATE FINANCE
COMMITTEE

Amendment Number: #2

1-LS1464V.6

Bill Number: SB 273

Chenoweth

Sponsor: ~~Toranzo~~ Date: 3/27/00

3/24/00

Logged In By: Mindy

AMENDMENT

OFFERED IN THE SENATE

TO: CSSB 273(RES)

- 1 Page 6, line 4:
- 2 Delete ", interpret,"

SENATE FINANCE COMMITTEE
2000 COMMITTEE ACTION

Bill Number	SB 273
Amendment	2
Motion	
<u>Motion by</u>	P
<u>Objection</u>	
<u>Objection by</u>	
<u>Removed</u>	
<u>Second Objection by</u>	
<u>Committee Member</u>	<u>Vote</u>
Senator Randy Phillips	
Senator Dave Donley	
Senator Loren Leman	
Senator Al Adams	
Senator Gary Wilken	
Senator Pete Kelly	
Senator Lyda Green	
Co-Chair Sean Parnell	
Co-Chair John Torgerson	
<u>Tally</u>	
Yea	0
Nay	0
Absent	0
<u>MOTION</u> no obj	

Alaska State Legislature

During Interim: (June - Dec.)
716 West 4th Avenue, Suite 500
Anchorage, Alaska 99501-2133
(907) 269-0200
Fax (907) 269-0204

During Session: (Jan. - May)
State Capitol
Juneau, Alaska 99801-1182
(907) 465-4993
Fax (907) 465-3872

Drue Pearce
President of the Senate
SB 273
Sponsor Statement
3/21/2000

Alaska arguably has the world's best oil spill prevention and response program. However, the current program is limited to vessels that carry oil as cargo (tank vessels), and on-shore oil facilities such as oil wells, pipelines, refineries, and tank farms.

Most of Alaska's oil spills come from carriers that are currently not required to prepare for spill response. Since 1995, 93 spills totaling 5,286 gallons of oil came from regulated vessels and facilities. During this same period, 945 spills totaling 258,000 gallons of oil came from non-regulated carriers. SB 273 will expand the prevention and response program to include larger non-tank vessels and the railroads transporting oil in bulk.

Specifically, non-tank vessels covered by this bill are defined as self-propelled watercraft of 400 or greater gross registered tons. These vessels include larger fishing and processing vessels, cargo and cruise ships, and public vessels engaged in commerce such as the Alaska State Ferries. SB 273 requires these vessels to provide a response plan that will clean up the spill as quickly as possible with minimal damage to the environment. The legislation also requires vessel operators to provide proof of financial ability to respond to damages resulting from a spill.

Recent major oil spills along the Alaska Railroad system and from a large fishing vessel in Dutch Harbor illustrate the need to expand Alaska's oil spill prevention and response program. The railroad, cruise ships, large fishing vessels, container ships, along with Alaska's State Ferries carry large volumes of oil and should be prepared to respond quickly in the case of an spill.

Alaska is the only state on the West Coast that has not extended its contingency plan and financial responsibility laws to include non-tank vessels. In light of recent spills from these vessels in our waters, and from the railroad on our land, it is time to strengthen our oil spill laws. SB 273 will provide a heightened awareness of prevention and response readiness and will reduce the number and consequences of oil spills in the future.

NONTANK VESSELS SPILL PREPAREDNESS

	Laws	Threshold	C-Plan	Incident Command System	Response Planning Standard	Financial Responsibility	Best Available Technology	Prevention Requirements	Drills	Inspections	Oil Spill Cleanup Contracts
Alaska Proposed	Y	300 GT	Y	Y	Y	Y	Y	Y	Y	Y	Y
British Columbia	Y	400 GT	Y	N	N	N	N	N	N	N	Y
Washington	Y	300 GT	Y	Y	Y	Y	Y	Y	Y	Y	Y
Oregon	Y	300 GT	Y	Y	Y	Y	N	Y	Y	Y	Y
California	Y	300 GT	Y	Y	Y	Y	Y	N	Y	N	Y
Alaska Present	N	N	N	N	N	N	N	N	N	N	N

VESSELS COVERED BY BILL:

- over 300 gross tons and 6000 gallons of fuel storage capacity -

- bulk freighters & barges
- container ships & container barges
- factory trawlers, fish processors, fish tenders
- LNG tankers
- cruise ships, ferries
- idled offshore drill ships
- seismic & survey ships
- pipeline & cable laying ships
- crane & construction barges, dredges

RESPONSE PLANNING STANDARDS

Equipment, Personnel, and Resources Available

	Covered Vessels and Rail Cars	In Region	Out of Region
PROPOSED	Nontank vessels which: 1. are at least 300 gross tons; and 2. have an oil capacity of at least 6000 gallons	15% of total oil capacity within 48 hours.	Worst case discharge as soon as possible.
	Bulk oil rail tank cars.	15% of total cargo within 48 hours.	
CURRENT	Tank vessels and barges carrying crude oil: 1. with a capacity of less than 500,000 barrels. 2. with a capacity of 500,000 barrels or more.	1. 50,000 barrels within 72 hours. 60% of total cargo as soon as possible. 2. 300,000 barrels within 72 hours. 60% of total cargo as soon as possible.	Worst case discharge as soon as possible.
	Tank vessels and barges carrying non-crude oil.	15% of total cargo within 48 hours.	

PROPOSED FINANCIAL RESPONSIBILITY

Nontank vessel, persistent oil	\$300 <i>per barrel</i>
Nontank vessel, non-persistent oil	\$100 <i>per barrel</i> \$1,000,000 <i>minimum</i>
Railroad, persistent oil	\$300 <i>per barrel</i>
Railroad, non-persistent oil.	\$100 <i>per barrel</i> \$1,000,000 <i>minimum</i>

* **Persistent** - Heavy refined fuels such as bunker, crude, and lube oil.

* **Non-persistent** - Lighter refined fuels such as gas, diesel, kerosene, and jet fuel.

1 barrel = 42 gallons

NONTANK VESSELS SPILL PREPAREDNESS

	Laws	Threshold	C-Plan	Incident Command System	Response Planning Standard	Financial Responsibility	Best Available Technology	Prevention Requirements	Drills	Inspections	Oil Spill Cleanup Contracts
Alaska Proposed	Y	300 GT	Y	Y	Y	Y	Y	Y	Y	Y	Y
British Columbia	Y	400 GT	Y	N	N	N	N	N	N	N	Y
Washington	Y	300 GT	Y	Y	Y	Y	Y	Y	Y	Y	Y
Oregon	Y	300 GT	Y	Y	Y	Y	N	Y	Y	Y	Y
California	Y	300 GT	Y	Y	Y	Y	Y	N	Y	N	Y
Alaska Present	N	N	N	N	N	N	N	N	N	N	N

VESSELS COVERED BY BILL:

- over 300 gross tons and 6000 gallons of fuel storage capacity -

- bulk freighters & barges
 - factory trawlers, fish processors, fish tenders
 - cruise ships, ferries
 - seismic & survey ships
 - crane & construction barges, dredges
- container ships & container barges
 - LNG tankers
 - idled offshore drill ships
 - pipeline & cable laying ships



UNITED FISHERMEN OF ALASKA

March 23, 2000

211 Fourth Street, Suite 110
Juneau, Alaska 99801-1172
907/586-2820
Fax: 907/463-2545
E-Mail: ufa@alaska.net

Senator John Torgerson
Senator Sean Parnell
Co-Chairs
Senate Finance Committee
Alaska State Legislature
State Capitol (MS 3100)
Juneau, AK 99801-1182

Dear Senators Torgerson and Parnell,

Subject: SB 2.3 - Oil Discharge Prevention & Contingency Plans

UFA supports reasonable efforts to protect habitat and provide for effective oil spill response.

However, we oppose those provisions of this bill that would establish state vessel inspection authority and local-entity oversight of contingency plans.

The Coast Guard has a well-developed program for vessel inspection. We feel that state inspections would be an expensive duplication of effort in terms of people, money, and effort. If the state has a question about the seaworthiness of a vessel they should simply ask the Coast Guard, which will probably already be involved in assessing the situation under their own responsibility and as a part of the Unified Command established for oil spill response.

Regarding local entity oversight of vessel contingency plans, we feel there is already adequate state involvement in the process. Local governments have mechanisms for communicating with the state, and more formal involvement would be a misuse of limited resources. Local Emergency Planning Committees already experience a lack of funding for oil and hazardous spill response planning without adding more administrative burdens.

We are specifically concerned that contingency plan costs and unnecessary certificates of financial responsibility will result in reduce ex-vessel price reductions for fishermen without any significant improvement in response capability. Benefits and costs have not

MEMBER ORGANIZATIONS

Alaska Longline Fishermen's Association • Alaska Trollers Association • Concerned Area "M" Fishermen
Cruet Inlet Aquaculture Association • Copper River Salmon Producers Association • Cordova District Fishermen United
Kenai Peninsula Fishermen's Association • Kodiak Regional Aquaculture Association • Kodiak Seiners Association • North Pacific Fisheries Association
Northern Southeast Regional Aquaculture Association • Northwest Seiners Association • Petersburg Vessel Owners Association
Prince William Sound Aquaculture Corporation • Purse Seine Vessel Owners Association • Seafood Producers Cooperative
Southeast Alaska Seiners Association • Southern Southeast Regional Aquaculture Association
United Cook Inlet Drift Association • United Southeast Alaska Gillnetters

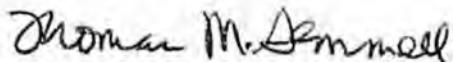
been adequately identified. Information presented to date does not identify spills caused by vessels 300GT and greater, vessel type (e.g. freighter, passenger vessel), nationality (U.S. or foreign flag); nor does the data presented indicate if there have been any real problems with the responsible party paying cleanup costs to either the federal or state governments.

Imposing a cost to provide best available technology in remote areas, such as the Bering Sea, could make some fisheries economically unfeasible. These types of impacts need further assessment before imposing new or duplicative requirements.

The Department of Environmental Conservation already has a full workload for limited resources. Their efforts should be focused on high risk/impact issues and not duplicating services paid for by tax payers.

Your consideration of our input is appreciated.

Sincerely,



Thomas M. Gemmell
Executive Director

cc: Senator Drue Pearce
Senator Georgiana Lincoln
Senator Robin Taylor
Senator Rick Halford
Representative Joe Green
Captain Ed Page, U.S. Coast Guard
Mr. Michael Conway, Alaska Department of Environmental Conservation

Cook Inlet RCAC
910 Highland Avenue
Kenai Alaska 99611
(907) 283-7222
FAX: (907) 283-6102



FAX

To: Senator John Torgerson **From:** Jim Carter, Executive Director

Fax: 465-4779 **Pages:** 11 (including cover)

Phone: **Date:** 03/22/00

Re: **CC:**

Urgent For Review Please Comment Please Reply

COMMENTS: Please deliver to Senator Torgerson as soon as possible. If you have any trouble with this transmission, please call 1-800-652-7222.



"The mission of the Council is to represent the citizens of Cook Inlet in promoting environmentally safe marine transportation and oil facility operations in Cook Inlet."

Members

Alaska State Chamber of Commerce

Alaska Native Groups

Environmental Groups

Recreational Groups

Aquaculture Associations

Fishing Organizations

City of Kodiak

City of Kenai

City of Seldovia

City of Homer

Kodiak Island Borough

Kenai Peninsula Borough

Municipality of Anchorage

March 22, 2000

Senator John Torgerson
State Capitol
Interdepartmental Mail Stop: 3100
Juneau, AK 99801-1182

Dear Senator Torgerson:

We have observed with great interest and support the determination of Senator Pearce to move SB273 through working groups, Senate Resource Committee and now to the Senate Finance Committee to be heard Friday, March 24, 2000. We deeply appreciate Senator Pearce's persistence and objectivity and while we hope the Senate Finance Committee will expedite it along as well there is an additional element left out of the bill that has worked exceptionally well under the federal prevention and response program, i.e., Oil Pollution Act of 1990 (OPA 90), Section 5002, Cook Inlet Regional Citizens Advisory Council (CIRCAC) a demonstration program.

Senator, you above all are well acquainted with the activities of CIRCAC and the untiring effort the thirteen member Council, it's committees and staff have put forth in promoting oil spill prevention and response, scientific activities related thereto, and in general, safety of navigation in Cook Inlet.

Under OPA 90, Section 5002, CIRCAC had the option of being organized in two ways; under the prescriptive option under the Governor or under an alternative option agreed to by a citizens organization and the oil industry. The alternative option was chosen and the oil industry is required to fund the citizens organization (CIRCAC). As long as CIRCAC does not use it's industry funding for unrelated activities there are no known restrictions preventing CIRCAC from being involved and funded for other activities such as SB273.

As you can well imagine Senator, the citizens of Cook Inlet won't be bothered in separating out what is a federal program and what is a state program when a spill occurs regardless of source. The citizens will be looking to have a voice – citizens representation – i.e., fishing, native, environmental, aquaculture, recreational, and all the Mayors from



Page Two
 Senator Torgerson
 March 22, 2000

Members

*Alaska State
 Chamber of
 Commerce*

*Alaska Native
 Groups*

*Environmental
 Groups*

*Recreational
 Groups*

*Aquaculture
 Associations*

*Fishing
 Organizations*

City of Kodiak

City of Kenai

City of Seldovia

City of Homer

*Kodiak Island
 Borough*

*Kenai Peninsula
 Borough*

*Municipality of
 Anchorage*

Anchorage to Kodiak like they have now through CIRCAC. All who live along the 220 mile waterway of Cook Inlet depend on CIRCAC being at the Command Center during a crisis and pa. sing on current events. It's their livelyhood and shorelines that are effected. SB 273 does not provide for such citizens involvement and it is our suggestion that it should.

Finally Senator, concluding this letter is the difficult part. Funding -- we receive \$660,000 a year, from the oil industry under the OPA 90 program. The main framework of our organization is in place. We estimate we could do the citizens program under SB273 for \$350,000 a year. We propose funding could be established through an industry assessment, the formula of which could be determined through a negotiated rulemaking process.

Sincerely,

James E. Carter, Sr.
 Executive Director

cc: Senator Drue Pearce

Enclosures

Appendix I

Key Duties Adopted by the Prince William Sound and Cook Inlet Regional Citizen Advisory Councils

Both councils have elected to adopt key duties specified in the Oil Pollution Act of 1990 as mandatory for councils established under the prescriptive option. At Prince William Sound, tasks have been completed or are under way in each key duty area. At Cook Inlet, tasks have been completed in most areas and plans are under way to start tasks in the remaining areas in 1993. Table I.1 shows the key duties specified in the act and the group responsible for taking action.

Table I.1: Duties Adopted by the Prince William Sound and Cook Inlet Councils

Key duties identified in section 5002 of the Oil Pollution Act of 1990 (Subsections of the act are identified in parentheses)	Group or committee responsible at the Prince William Sound council	Group or committee responsible at the Cook Inlet council
Key duties identified for the councils		
Provide advice and recommendations on policies, permits, and site-specific regulations for terminal and tanker operations and maintenance (d)(6)(A)	Council	Council
Monitor environmental impacts of the operation of terminals and tankers (d)(6)(B)	Council	Council
Monitor terminals and tanker operations and maintenance that may affect the environment near terminals (d)(6)(C)	Council	Council
Review the adequacy of oil-spill prevention and contingency plans for terminals and tankers (d)(6)(D)	Council	Council ^a
Provide advice and recommendations on port operations, policies, and practices (d)(6)(E)	Council	Council
Key duties identified for the committees		
Advise council on monitoring strategy to permit early detection of environmental impacts of terminal and tanker operations (e)(2)(A)	TOEM and SAC	EMC
Develop monitoring programs (e)(2)(B)	TOEM and SAC	EMC
As warranted, select and contract with scientific institutions to perform monitoring projects (e)(2)(C)	TOEM and SAC	EMC ^a
As warranted, review oil-spill prevention and contingency plans in light of new technological developments and changed circumstances (f)(2)(A)	OSPR	PROPS ^a
Monitor periodic drills and testing of contingency plans (f)(2)(B)	OSPR	PROPS
Study wind and water currents and other environmental factors that would be useful for oil-spill prevention or response (f)(2)(C)	OSPR	PROPS
Identify highly sensitive areas that may require special protection during oil spills (f)(2)(D)	OSPR	PROPS

(continued)

**Appendix I
Key Duties Adopted by the Prince William
Sound and Cook Inlet Regional Citizen
Advisory Councils**

Key duties identified in section 5002 of the Oil Pollution Act of 1990 (Subsections of the act are identified in parentheses)	Group or committee responsible at the Prince William Sound council	Group or committee responsible at the Cook Inlet council
Monitor developments in oil-spill prevention, containment, response, and clean-up technology (f)(2)(E)	OSPR	PROPS & EMC
Periodically review port organization, operations, and incidents, and the adequacy of vessel traffic systems (f)(2)(F)	POVTS	PROPS
Periodically review standards for tankers bound for, loading at, or exiting from oil terminals (f)(2)(G)	POVTS	PROPS

Legend

- EMC = Environmental Monitoring Committee
- OSPR = Oil Spill Prevention and Response Committee
- POVTS = Port Operations and Vessel Traffic Systems Committee
- PROPS = Prevention, Response, Operations and Safety Committee
- SAC = Scientific Advisory Committee
- TOEM = Terminal Operations and Environmental Monitoring Committee

*Tasks will be initiated in 1993.

COOK INLET RCAC PROJECTS LIST

COUNCIL

<u>RFP NUMBER</u>	<u>TITLE/AUTHOR</u>	<u>RELEASE DATE</u>
• 93-008C	Stakeholders Survey * Dittman	1994
• Joint Project w/NOAA	Cook Inlet Sensitive Area Maps (Seasonal - Set of 4)	1996
• Joint Project w/NOAA	Kodiak Sensitive Area Maps (Seasonal -	1997

COOK INLET RCAC PROJECTS LIST

ENVIRONMENTAL MONITORING COMMITTEE

<u>RFP NUMBER</u>	<u>TITLE/AUTHOR</u>	<u>RELEASE DATE</u>
• 91-001E	<i>A Comprehensive Monitoring Program for Cook Inlet, Ak.</i> * MBC	1992
• 91-002E	<i>Annotated Bibliography of Cook Inlet Env. Literature</i> * Pentec Environmental Inc.	1992
• 91-003E	<i>Directory of Facilities</i> * Northern Test Labs	1991
• 92-006E	<i>Cook Inlet Pilot Monitoring Study: (Phase I & II of an overall program, "Implementation of a Prototype Env. Sampling Program for Cook Inlet Alaska")</i> * Arthur D. Little	1995
• 95-013E	<i>Cook Inlet Environmental Monitoring Program</i> * Kinematics Laboratories Inc. (KLI)	1996

TIHK-22-UU HED U4:49 PM
Cook Inlet KCHU

FHA RU, 1 301 203 0102

F. 01/11

EMC Project List Page 2

- 95-014E **Small Research Projects....**
 - * **#66 Shelikof Strait Project 1996** 1997
 - * Kinnetic Laboratories Incorporated
 - * **#67 A Survey of Selected Cook Inlet Inter-tidal Habitats** * Pantec Environmental Inc. 1996
 - * **#68 P450 Reporter Gene System Assay Results for Testing of Extracts of Sediments & Bivalve Tissue Collected from Cook Inlet Alaska** * Columbia Analytical 1996
 - * **#69 1996 Lake Clark Bivalve Analyses** 1996
 - * Kinnetic Laboratories Incorporated

- 97-020E **Kenai River Estuary Sediment Characterization Study** * Kinnetic Laboratories, Inc. 1998

- 97-021E **Cook Inlet Sediment Toxicity Study** * Kinnetic Laboratories, Inc. 1998

- 98-023E **Technical Evaluation of the Environmental Monitoring Program for Cook Inlet RCAC** Principle Consultants Dennis Lees, Bill Driskell, James Payne, Ph.D. * Littoral 1999

COOK INLET RCAC PROJECTS LIST

PROPS COMMITTEE

<u>RFP NUMBER</u>	<u>TITLE/AUTHOR</u>	<u>RELEASE DATE</u>
• 91-001P	<i>Safety of Navigation</i> * Dickson	1992
• 91-003P	<i>Study of Legal Issues Regarding Response Action Contractors</i> * Mertz	1991
• 92-001P	<i>Negotiated Regulations</i> * Putnam	1992
• 92-002P	<i>In-Situ Burning/Dispersants</i> * Sciencetex	1992
• 92-003P	<i>Structural Overview</i> * EBA	1992
• 93-007P	<i>Cook Inlet Platform Information/Structural/Facility Studies</i> *Phases I,II, III Robert Visser/Blemar Engineering 1993/95	
• 93-010P	<i>Alaska Maritime Human Factors Needs Assessment</i> * Battelle/Stoller (Sole Source)	1994
• 93-012P	<i>Current and Future Cook Inlet Oil Production Profits: A Preliminary Assessment</i> * Richard Fineberg (Sole Source)	1994

NHA-22-UU HED 04:50 PM
 COOK Inlet RCAC
 FHA NO. 1 901 203 0102
 F. 03/11

Why must lessons from oil spills be learned over and over again?

Recently I visited France to observe the effects of the Erika oil spill.

Sadly, the main thing I learned was how easy it is for a society to ignore the lessons of events like our Exxon Valdez spill in 1989 or France's own Amoco Cadiz spill in 1978. The French were poorly prepared for the Erika spill and the response appeared haphazard, unorganized and ineffective.

The tanker Erika broke up off the coast of France two weeks before Christmas, spilling 3 million gallons of heavy fuel oil. The oil hit France's southern Brittany coast on Christmas Day and continued to come ashore as the cleanup proceeded.

A large depository of oil spill equipment is housed in Brest, at the northern edge of the spill area. Yet, despite two weeks to prepare, it was not possible to disperse, burn, stop or clean up the oil, or otherwise protect the coast of southern Brittany. Though the weather was bad, it still seemed remarkable that so little could be done.

Had the spill occurred along the north Brittany coast, the Syndicat Mixte, a citizen advisory group much like our council, would have been able to coordinate the communities and demand more responsibility from government and industry. Unfortunately, no such organization exists along the southern Brittany coast.

During the week-long visit, I saw dedicated people attacking the spill with little financial support from the federal government or the spiller. Much as Alaska fishermen built log booms to protect their fisheries, French volunteers worked with minimal equipment to save their beaches. We saw very little personal protective equipment and the usual cleanup tools were little more than putty knives, shovels and buckets.

Volunteers complained of skin rashes and respiratory and eye problems. This, combined with an unusually high death rate in oiled birds, suggested to many observers that the oil was more toxic than they had been led to believe.

Since our visit, more news has come out. Between 20,000 and 40,000 people demonstrated for more protection and better response. A

French laboratory analyzed the pollution and concluded it contained toxic industrial chemicals. More oil washed ashore, suggesting the two halves of the ship were still leaking weeks after the sinking.

I went to France to learn about the techniques and philosophy applied by the French in responding to the Erika spill and to provide

advice based on our experience in Alaska. During one of our meetings, I observed to a group of French fishermen and elected officials that we see the same lessons over and over again in oil spills:

■ Once oil is in the water it is very difficult to remove. We should focus most of our effort on prevention.

■ Local citizens frequently have different priorities from those of government and industry.

■ It often comes down to local citizens working together, supporting each other and taking the lead in responding to the threat to their environment.

■ Citizens must not rely solely on assurances from government and industry that their health and welfare are being protected. We must look beyond superficial early claims that the pollution is not toxic, or that we can detect hazardous chemicals through a see, smell and taste test.

Citizen groups provide valuable assistance to communities in a disaster such as an oil spill. The communities and citizens along the Southern Brittany coast needed the coordination, information and other support provided by groups such as the Syndicat Mixte and the Prince William Sound Regional Citizens' Advisory Council. These groups alone have the local citizens' interests as their highest priority.

John Devens is the executive director of the Prince William Sound Regional Citizens' Advisory Council.



JOHN S. DEVENS

MEMO TO FILE

DATE: March 21, 2000

TO: Finance Committee

BILL/RES. NO.: **SENATE BILL NO. 273**

ATTENTION: Heidi, Vicki
Senate Secretary's Office

This bill/resolution has not yet received a do pass recommendation.

Please leave this note in the file.

Thank you.

SENATE FINANCE COMMITTEE

SIGN-IN

SB 273-OIL SPILL RESPONSE; NONTANK VESSELS & RR

NAME: PAUL FUNS Subject/Bill No: SB273
Co./Dept./Title: CSX Lines (Sealand) Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

NAME: GEORGE CAPACCI Subject/Bill No: SB273
Co./Dept./Title: CAPTAIN (GENERAL MANAGER) Phone: 465-3959
Address: AMHS 5132 Quaker Dr Deneau Zip: 99801
Do you wish to testify? Yes No Respond To Questions

NAME: SUSAN MCGARRIGAN Subject/Bill No: SB273
Co./Dept./Title: SENIOR MANAGER Phone: 789-8107
Address: ADMITTED BY ISLAND Zip: _____
Do you wish to testify? Yes No Respond To Questions

NAME: Charlie Buddy Subject/Bill No: CSSB273
Co./Dept./Title: V.P. Governmental Relations Phone: 907 452 2625
Address: Fairbanks Zip: 99701
Do you wish to testify? Yes No Respond To Questions

NAME: Joe Kyle ^{TRIDENT} Subject/Bill No: SB 273

Co./Dept./Title: Alaska Steamship Assoc Phone: 586-3107

Address: 234 Gold St. Zip: 99801

Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____

Co./Dept./Title: _____ Phone: _____

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Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? Yes No Respond To Questions



Teleconference Participants

TCN: 10647

Participant Lists

View List for

ALL

Testifiers

Go >>>

Close Window

Participants

Unidentified Testifiers: 0

Unidentified Observers: 0

ANCHORAGE (ANC)

1

Name: Bob Lohr

Phone:

Address:

Affiliation: Div Insura

City /St /Zip:

Type: Testifier

Bill: SB 256: PHYSICIAN NEGOTIATIONS WITH HEALTH INSURE

MATSU (MAT)

1

Name: Mr. Joe LeBeau

Phone:

Address:

Affiliation:

City /St /Zip:

Type: Testifier

Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR



Teleconference Participants

TCN: 10591

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Participants

Unidentified Testifiers: 0

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ANCHORAGE (ANC)

- | | | |
|---|---|--|
| 1 | Name: Mr. Steve Van Sant Ans ?s
Address:
City /St /Zip:
Bill: HB 272: MUNICIPAL TAX: LOW INCOME HOUSING | Phone:
Affiliation: Ste Asses
Type: Testifier |
| 2 | Name: Mr. Tom Rueter
Address:
City /St /Zip:
Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR | Phone:
Affiliation: North Star
Type: Testifier |
| 3 | Name: Mr. Doug Davis
Address:
City /St /Zip:
Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR | Phone:
Affiliation:
Type: Testifier |
| 4 | Name: Mr. Breck Tostevin
Address:
City /St /Zip:
Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR | Phone:
Affiliation: Dept Law
Type: Testifier |
| 5 | Name: Mr. David Haase
Address:
City /St /Zip:
Bill: HB 272: MUNICIPAL TAX: LOW INCOME HOUSING | Phone:
Affiliation:
Type: Testifier |
| 6 | Name: Mr. Wiley Brooks
Address:
City /St /Zip:
Bill: HB 272: MUNICIPAL TAX: LOW INCOME HOUSING | Phone:
Affiliation:
Type: Testifier |
| 7 | Name: Ms. Susan Harvey Ans ?s
Address:
City /St /Zip:
Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR | Phone:
Affiliation: ADEC
Type: Testifier |
| 8 | Name: Mr. Jerome Pape
Address:
City /St /Zip:
Bill: HB 272: MUNICIPAL TAX: LOW INCOME HOUSING | Phone:
Affiliation:
Type: Testifier |
| 9 | Name: Mr. David Lawer
Address:
City /St /Zip:
Bill: HB 272: MUNICIPAL TAX: LOW INCOME HOUSING | Phone:
Affiliation: AK Bankers
Type: Testifier |

10 Name:Mr. Mike Szymanski Phone:
 Address: Affiliation: Fishing Co
 City /St /Zip: Type: Testifier
 Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR

KENAI (KEN)
1 Name:Mr. Jim Carter Phone: 283-7222
 Address: 910 Highland Dr Affiliation: CIRCAC
 City /St /Zip:Kenai Ak 99611 Type: Testifier
 Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR

KETCHIKAN (KTN)
MATSU (MAT)
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 Address: POB 872922 Affiliation: ACE
 City /St /Zip:Wasilla Type: Testifier
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 Bill: SB 273: OIL SPILL RESPONSE; NONTANK VESSELS & RR

SB

275

HFIN

FILE

(11)

HOUSE COMMITTEE REPORT

Date Referred to Committee: April 7, 2000

FURTHER REFERRALS:

Date of Committee Action: 4/12/00

The FINANCE Committee considered:

CSSB 275(HES)

CS FOR SENATE BILL NO. 275(HES)

POSTSECONDARY LOAN PROGRAM:SCHOOL YR

"An Act relating to the school year for purposes of the postsecondary student loan program; and providing for an effective date."

recommends it be replaced with the following committee substitute _____ the same title a new title

additional referral to _____ Committee
 attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) _____ APPROVES PREVIOUS: (Dept/Date) _____
 fiscal note(s) _____ fiscal note(s) _____

zero fiscal note(s) _____ zero fiscal note(s) DEED 3-24-00

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
<i>Sam Theriault</i> Theriault	X			
<i>Neil Phillips</i> Phillips	✓			
<i>Bill Williams</i> Williams	X			
<i>Larry Davis</i> Davis	X			
<i>Charles Moses</i> Moses			✓	
<i>Ben Grussendorf</i> Grussendorf	X			
<i>Paul Davies</i> DAVIES	X			
<i>Mark Austerman</i> Austerman			X	
<i>Bob Bunde</i> Bunde	✓			
<i>John Foster</i> Foster	X			
<i>John Miller</i>	X			

CHAIR'S SIGNATURE *Sam Theriault* *John Miller*
Theriault Miller

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

No. 1
BILL Bill Version: 275
(S) Publish Date: 3/24/00

Revision Date/Time (Note if correction) _____	Dept. Affected <u>EED</u>
Title <u>An Act relating to the school year for purposes</u>	BRU <u>ACPE</u>
of the postsecondary student loan program;...	Component <u>Alaska Student Loan Program</u>
Sponsor <u>(S)HESS</u>	
Requester <u>(S)HESS</u>	Component No. <u>212</u>

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

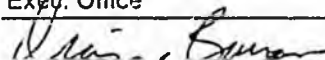
Estimate of any current year (FY2000) cost: _____

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation proposes to change the definition of "school year" and will have no financial impact to the ASLC.

Prepared by: <u>Donna Mayfield, Exec. Asst.</u>	Phone <u>465-6740</u>
Division <u>Expo. Office</u>	Date/Time <u>3/20/00 4:28 PM</u>
Approved by: <u> Diane Barrans, Exec. Director</u>	Date <u>3/20/2000</u>
Agency <u>Alaska Commission on Postsecondary Education</u>	

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CS FOR SENATE BILL NO. 275(HES)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FIRST LEGISLATURE - SECOND SESSION

BY THE SENATE HEALTH, EDUCATION AND SOCIAL SERVICES COMMITTEE

**Offered: 3/24/00
Referred: Finance**

Sponsor(s): SENATE HEALTH, EDUCATION AND SOCIAL SERVICES COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the school year for purposes of the postsecondary student
2 loan program; and providing for an effective date."

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

4 * Section 1. AS 14.43.160(5) is amended to read:

5 (5) "school year" means an academic [THE] period that is a
6 minimum of 30 weeks of instructional time that begins between [FROM]
7 September 1 of one year and [THROUGH] August 31 of the following year;

8 * Sec. 2. This Act takes effect September 1, 2000.

Sponsor Statement, SB 275

Currently subsection (5) of Section 160 ("Definitions") of AS 14.43 reads: "school year" means the period from September 1 of one year through August 31 of the following year;"

The bill would amend the definition to read: "school year" means an academic period that is a minimum of 30 weeks of instructional time that begins between September 1 of one year and August 31 of the following year;

The current definition of "school year" assumes an agricultural society, such as existed when public education in America began in earnest in the 1820's and 1830's. Then the vast majority, perhaps 85 to 90 percent, of Americans lived on family farms. The school year was designed to begin after fall harvest and end before spring planting.

Today hardly more than one-percent of our population lives on family farms. That school calendar is obsolete, especially for higher education in urban America.

The U. S. Department of Education defines an academic year as thirty weeks of instruction, and virtually all colleges and universities follow that pattern, either offering two fifteen-week semesters or three ten-week quarters. However most continue to use the "agriculture" calendar, making it difficult to offer a fast-track program for urban individuals who want to get on with their education in a vigorous fashion. Yet the U. S. Department of Education will offer a full loan to a full-time student who completes successfully a thirty-week academic year., and will offer another loan as soon as that student begins another similar period of full-time study.

Charter College, in Anchorage, has experimented with offering five ten-week quarters in one calendar year or one and two-thirds academic years in one calendar year. That has proven popular because it permits a student, intent upon serious and vigorous approach to education, to complete a two-year associate degree in just fifteen months. Charter is now in the planning stage of four-year bachelor degree programs, which will permit ambitious and hard-working students to complete their degrees in as little as thirty consecutive months. But unlike students in other programs following the slower and more traditional calendar, they cannot now get four state loans for their degrees, given the current definition of a school year. They deserve the option of taking on the challenge of a fast-track baccalaureate degree. Under that circumstance, the sum total of their loans for their education will be no more than that for their counterparts following traditional calendars. However, the cost of their education will have been reduced because they will have yielded less foregone income during their college years when they were in no position to hold full-time jobs.

FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

No. 1
BILL Bill Version: 275
(S) Publish Date: 3/24/00

Revision Date/Time (Note if correction) _____	Dept. Affected <u>EED</u>
Title <u>An Act relating to the school year for purposes</u>	BRU <u>ACPE</u>
of the postsecondary student loan program:...	Component <u>Alaska Student Loan Program</u>
Sponsor <u>(S)HESS</u>	
Requester <u>(S)HESS</u>	Component No. <u>212</u>

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2000) cost: _____

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation proposes to change the definition of "school year" and will have no financial impact to the ASLC.

Prepared by:	Donna Mayfield, Exec. Asst.	Phone <u>465-6740</u>
Division	<u>Exec. Office</u>	Date/Time: <u>3/20/00 4:28 PM</u>
Approved by:	<u>Diane Barrans</u> Diane Barrans, Exec. Director	Date <u>3/20/2000</u>
Agency	<u>Alaska Commission on Postsecondary Education</u>	

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<u>of the postsecondary student loan program;...</u>	Component <u>Alaska Student Loan Program</u>
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ALASKA STATE LEGISLATURE
SENATE BILL NO. 275

HISTORY IN THE SENATE

2000
2/16
4/4
3/34
4/6
4/6
4/6
4/6
4/6

Read first time and referred to:
HES, FIN
FIN referral WAIVED; to DIS

HES RPT(HES) CS 4 DP ___ NR ___ DNP ___ AM
New Title Same Title ___ Previous FN ___
FN OFN ___ To FIN

RPT(___) CS ___ DP ___ NR ___ DNP ___ AM
New Title ___ Same Title ___ Previous FN ___
FN ___ OFN ___ To ___

RPT(___) CS ___ DP ___ NR ___ DNP ___ AM
New Title ___ Same Title ___ Previous FN ___
FN ___ OFN ___ To ___

Rules Calendar(___) CS ___ AM ___ Other ___
New Title ___ Same Title ___ Previous FN ___
FN ___ OFN ___

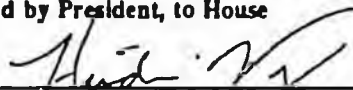
Read second time
 CS Adopted (HES) ___ New Title ___
Amended ___ Advanced

Read third time
___ Letter of Intent adopted
___ Return to second for specific amendment

4/6
PASSED EFD Same or
Yeas 20 Yeas
Nays 0 Nays
Excused 0 Excused
Absent 0 Absent

Reconsideration
Reconsideration not taken up

PASSED EFD Same ___ or
Yeas 7 Yeas
Nays ___ Nays
Excused ___ Excused
Absent ___ Absent

4/6 Reported correctly engrossed
Signed by President, to House

Secretary of the Senate

HISTORY IN THE HOUSE

2000
4/7

Read first time and referred to:
FIN

RPT CS() ___ New Title ___
DP ___ DNP ___ NR ___ AM ___
FN ___ OFN ___ Previous FN ___

RPT CS() ___ New Title ___
DP ___ DNP ___ NR ___ AM ___
FN ___ OFN ___ Previous FN ___

RPT CS() ___ New Title ___
DP ___ DNP ___ NR ___ AM ___
FN ___ OFN ___ Previous FN ___

Read second time
CS() Adopted

Amended

Advanced

Read third time

Return to second for specific amendment

PASSED EFD Same ___ or
Yeas ___ Yeas
Nays ___ Nays
Excused ___ Excused
Absent ___ Absent

___ Intent adopted

Reconsideration
Reconsideration not taken up

PASSED ON RECON. EFD Same ___ or
Yeas ___ Yeas
Nays ___ Nays
Excused ___ Excused
Absent ___ Absent

___ Intent adopted

Reported correctly engrossed, signed by the Speaker
and returned to the Senate

Chief Clerk of the House

There will be no additional cost to the state or to the loan program as a result of this redefinition.

