

SCOMM

104:3

ALASKA STATE LEGISLATURE

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REPRESENTATIVE MARK D. HODGINS
House District 9

House Special Committee on Oil & Gas

Agenda

2-3-97

Capitol, Rm. 124

February 3rd

Tuesday

10:00AM

Review of Dutch Harbor Oil Spill, Nov. 1997

Kurt Fredrickson - Department of Environmental Conservation
Bill Schoephoester - Alaska Chadux
Governor Bill Sheffield - Alaska Railroad
Bob Berto - Northwest Cruise Ship Association
Ross Tuxhorn - Mari-Time Response, U.S. Coast Guard
Linda Fried - Kodiak Island Borough (Regional Spill Response Plan)
Frank Kelty - Mayor, City of Unalaska
Totem Ocean Express
RCAC
Jim Carter - Kenai
Tim Robertson - Seldovia SOS

COMMITTEE MEMBERS

Representatives Con Bunde, Tom Brice, Allen Kemplen, Scott Ogan,
Norman Rokeberg, Joe Ryan

Questions for DEC - Oil & Gas, 2-3-98

- Regarding spills that are not related to crude oil, — Mr. Fredricksson stated many local communities are now equipped to respond to spills and that the 470 funds allows the state to reimburse the local communities.

Q: Who reimburses the 470 fund?

Q: What happens to the interest accrued on the \$50 million?

Q: Where is the fund today with regard to the \$50 million?

Q: Does the Dept. of Administration do a quarterly report on the fund?

Q: Are they required to do so by statute?

- Regarding spills that are not related to crude oil.

Q: How often does DEC access the oil and hazardous response fund?

Q: What is the DEC success ratio of recovering costs from the Responsible Party?

Q: In what sector is DEC least successful in recovering costs? ie: private individuals, public entities, communities,...

Q: What is the criteria for DEC to "waive" cost recovery?

- Please provide a list of projects and the costs waived for the negotiated waivers of repayment.

Q: What is the criteria used to determine when these will be waived?

Q: Are any DEC staff "dedicated" to cost recovery functions?

- Please provide a detailed list of DEC personell (include AG's office) and hardware/software costs directly related to cost recovery functions.

- In the last hearing Mr. Fredricksson, responding to a question from Rep. Rokeberg, said that the state cannot assume responsibility until it has confirmed that the responsible party has failed to secure an adequate response.

Q: How does this happen and how long does it take?

- The Legislature split the nickel in 1993 – 2 cents, 3 cents. The three cents is supposed to go toward “readiness and preparation.” Since 1993 we’ve been putting around \$12 – 15 mil. per year into this fund so we should have spent somewhere in the neighborhood of \$50 – 60 million. Using the Kuroshima spill, 39,000 gallons (relatively small), as an example it doesn’t appear that we are exactly ready nor prepared. After spending approximately \$50 – 60 million on readiness and preparation.

Q: Why were we reliant on a private nonprofit organization to respond to the spill.

Q: What, exactly, have we been spending the money on?

- The state has supposedly purchased equipment to assist in responding to spills.

Q: Are there equipment caches placed throughout the state? How much of the 3 cents is spent on equipment?

Q: How much of the 3 cents is spent on training?

Q: How much of the 3 cents is spent on DEC staff?

- There seems to be some confusion on who is actually in charge of a spill immediately after a spill occurs. I would like to get some clarification on the chain of command.

Q: When a spill occurs and a contingency plan is not in place, what agency, DEC or the Coast Guard, is immediately in charge of the spill.

- It is my understanding that DEC doesn’t require vessels hauling fuel for purposes of propulsion (non-cargo) to have a contingency plan regardless of their carrying capacity.

Q: Does DEC require any kind of liability insurance or bonding of vessels carrying large amount of fuel on board (for propulsion or as cargo)?

- Given that Bunker fuel is one of the most difficult substances to clean up when spilled.

Q: Does DEC have any special requirements for ships carrying bunker fuels?

Q: Why not?

Q: Why does DEC consider bunker fuels differently than the Coast Guard?

- In the last hearing Kurt Fredricksson, DEC, stated that from 7-1-95 through 12-31-97, over 2000 spills totaling roughly 170,000 gallons came from nonregulated facilities.

Q: What type of facilities are these?

Q: Who owns them?

Q: What DEC recommend for future regulation regarding these spills totaling 170,000 gallons?

Q: Who does DEC think should be paying to cleanup these spills?

**S.O.S. RESPONSE TEAM**

A LOCAL EMERGENCY RESPONSE TEAM

Non-Profit

P. O. Box 194, Soldotna, AK 99663

Phone: (907) 234-7400 FAX: (907) 234-7699

To: Rep. Mark Hodgins
fax 465-2273

Date: 2-1-98

Dear Rep. Hodgins,

The SOS Response Team has been following the Kuroshima incident and this hearing very closely. This is an incident which we, as a community-based organization, have been trying to prepare for since 1989. This one occurred in Dutch Harbor, the next one may be in southern Cook Inlet.

I have enclosed a brief summary of the SOS Response Team along with a partial draft of member Tim Robertson's report for PWSRCAC on the Community-based Nearshore Strike Team model. SOS and the Kenai Peninsula Borough signed a contract on Jan. 29, 1998 to begin work on this model. SOS has been in the process for several years but just now are we moving forward to the approach suggested from the Exxon spill recommendations of 1990.

The state has a funding mechanism to create a network of strike teams through the 470 fund or OHSRF. I hope that as you move through this hearing process, you and other legislative members will see the benefits of using the 470 fund for community based strike teams. Perhaps as SOS shows how successful these can be, more will be funded adequately.

It is unfortunate that it takes a spill to remind people of what should be done. We encourage you and your committee to work with ADEC in re-examining a proper approach to establishing local networks for response. This would be an excellent public use of the fund.

Please call fax or write if we can be of assistance in discussing these ideas or offer other information about ADEC's Subarea Hazardous Project of 1994-6 or the new Strike Team just beginning.

Sincerely,

Karl Pulliam
Karl Pulliam



S.O.S. RESPONSE TEAM

A LOCAL EMERGENCY RESPONSE TEAM

Non-Profit
P.O. Box 194, Seldovia, AK. 99853
Phone: (907) 234-7400 FAX: (907) 234-7699

"The SOS mission is to help train and equip coastal communities for local spill response."

Directors:

Herman Moonin-97
Shirley Hughes-98
Fred Elvsaas-98
Mary Pollack-98
Linda Hedgecoth-97
Walter McInnes-97
Tim Robertson

Officers:

President:
John Kvarford

Operations
Vice-President:
Karl Pulliam

Secretary:
Joan Dunn

Treasurer:
Shirley Hughes

Office Personnel:

Project Manager:
Karl Pulliam

Office Manager:
Joan Dunn

Fishing Vessel
Administrators:
Karl Pulliam
Mary Pollack
Linda Hedgecoth
Joan Dunn

Bookkeeper:
Shirley Hughes
Sue Russell

The SOS Response Team consists of residents trained and equipped for spill emergencies in Kachemak Bay and Lower Cook Inlet. This local group was organized by Seldovia residents in 1989. The SOS Team's computerized resource data base lists over 300 vessels, 100 trained responders and other available resources from communities in Cook Inlet.

Funding for SOS comes from several sources:

1. **SERVS - Alaska Pipeline Service** - SOS is SERVS' Community Response Center for the Kenai Peninsula which stretches from Kenai to Nanwalek. We provide a resource data base of SERVS contracted personnel and fishing vessels.
2. **CISPRI - Cook Inlet Spill Prevention & Response** - SOS provides a winter barge watch and maintenance for 2 CISPRI response barges.
3. **CHADUX** - Beginning in late 1997, SOS will provide a vessel database for this response organization.
4. **MEMBERSHIP DUES** - An annual membership fee is \$25. Members receive discounts with area merchants such as The Gear Shed and Bay Safety in Homer. Members are kept informed of SOS activities through informational mail-outs.
5. Funds have also been generated through spill response work for the Coast Guard and Seldovia Native Assn.(SNA). BP Alaska, the City of Seldovia and SNA provided initial start-up money and continues to donate many items and services.

The SOS office acts as a community information center for Coast Guard, RCAC & EVOS news, Cook Inlet Keeper and legislative action. The office offers fax services, a copier machine, free Notary service, and manages the recycling depot for the Kenai Peninsula Borough.

SOS continues to pursue and support ideas which involve local citizens in effective plans to protect our waters. Currently SOS and the Kenai Peninsula Borough are working towards a model plan for community response in Homer, Port Graham, Nanwalek and Seldovia beginning in 1998.

OCTOBER 1997

Board meetings are held the first Thursday of each month at 7 PM

**Draft
Final Report
to
PWS Regional Citizens' Advisory Council
on
Contract 612.97.1
Community-based Nearshore Strike Teams**

by

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I. Introduction

This project is part of the Regional Citizens' Advisory Councils (RCACs) efforts to prepare local citizens for responding to oil spills. Since their formation, the two RCACs have promoted establishment of local response groups and community response centers to facilitate an effective nearshore response. In 1992 Prince William Sound RCAC contracted International Spill Technology of College Station, Texas to produce a study titled A Coastal Communities Cooperative for Alaska - A Feasibility Study. This study detailed the need for a coordinated effort to organize and equip a community-based oil spill response effort. It outlined in detail the organization and equipment necessary to form such a cooperative. In 1996 the two RCACs contracted EcoSystems of Juneau, Alaska to produce a Community Response Center Manual an aid to coastal communities that wish to establish a community response center.

In November, 1996 this contract was let to give the councils technical advise in advocating the formation of a community-based strike teams program for the Cook Inlet region. In December, 1996 I wrote a report titled Nearshore Systems Analysis that provided a history of the efforts to develop a community-based nearshore response program in the region impacted by the *Exxon Valdez* oil spill. It also described the intent and use of the State of Alaska's Oil and Hazardous Substance Release prevention and Response Fund (OHSRF). In February, 1997 I provided the RCACs with another report titled Proposed Model for Community-Based Nearshore Strike Teams which detailed a model for communities in Cook Inlet based on the equipment assembled under the Alaska Department of Environmental Conservation (ADEC) Nearshore Strike Team Demonstration Project.

This is the final report for the RCACs under this contract. It is intended to summarize the current project status and detail items which must be accomplished now that the project has reached the implementation phase.

The current status is that the Kenai Peninsula Borough (KPB) Office of Emergency Management (OEM) is charged with establishing the program. The KPB has received a \$60,000 grant, to provide seed money for the program, from the ADEC via an appropriation from the OHSRF by the Alaska State Legislature. KPB and ADEC signed a Memorandum of Agreement (Appendix A) and a Local Response Agreement (Appendix B) to establish a relationship between these organizations for this program, transfer the \$60,000, and provide a mechanism for ADEC to access the oil spill response barge in a spill event. The KPB Assembly passed an appropriating ordinance on September 2, 1997 establishing the program under the KPB OEM (Appendix C).

An Equipment Transfer Agreement between KPB and the Department of Administration is pending which will transfer the oil spill response barge, *Alaska Responder 650*, and associated equipment to KPB for use in the program (Appendix D).

KPB OEM is conducting a dialog with the communities on the lower Kenai Peninsula and the Seidovik Oil Spill Team, Inc. (SOST) in order to define the scope of the program and determine the program's funding.

This report is meant to facilitate that dialog and the program implementation. It contains a suggested mission statement, scope, goals and tasks for the program's first three years of operation. There is a discussion of the form of the program and the relationships between the various parties. It is left to the parties to establish these relationships and work out the details. There is also a proposed operating budget for the program and a suggested rate sheet for response services. Finally there is a discussion of funding mechanisms for future years.

Recent news paper articles are included in Appendix E.

II. Strike Teams Mission, Scope, Goals and Relationships

A. Mission Statement

The suggested mission statement for this program is:

The mission of the Community-based Nearshore Strike Teams Program is to use local community peoples and resources to protect the local environment, economy, and culture from oil spill impacts.

B. Program Scope

The initial scope of the program is to develop oil spill strike teams in three communities on the lower Kenai Peninsula: Homer, Seldovia, and Port Graham/Naawalek during the next three years. If this is successful, then the program may be expanded to other communities.

The program will be housed in and managed by the SOS Team Inc., a 501(c)(3) non-profit corporation, located in Seldovia. The KPB will provide support in two ways. First, the KPB will enter into a contract with the SOS Team to maintain the oil spill response barge. This contract will also set terms and conditions of use for the barge by the SOS Team. Secondly, the KPB will support the development and training of the strike teams through grants to the SOS Team.

The communities of Homer, Seldovia, Port Graham and Naawalek may also provide staff support, services, access to equipment and possibly some grant funding. The role of the local governments is to help prepare the strike teams for response through training and equipment access. The SOS Team will be the response entity during an actual spill response. The local governments will not be a party to response activities or exposed to liabilities associated with such activities.

Five types of response teams will be developed using local people and vessels. Each type of team will have a different response capability.

1. Harbor Response Teams will be trained to respond to small spills in the harbor using boom and absorbent materials.
2. Barge Response Teams will be trained to use the Responder 650 to contain and remove oil in the nearshore environment.
3. Boom Towing Teams will utilize fishing vessels or skiffs to corral oil in containment boom for eventual removal by the barge response team.
4. Shoreline Protection Teams will be trained to protect specific sensitive areas from oil spill impact through the placement of protection booms and anchors.
5. Lightering Teams will be trained to remove fuel oil from a vessel sunken, grounded or in danger of sinking by pumping its fuel into the barge or other appropriate containers.

C. Three Year Program Goals and Objectives

The primary goal of the program is to build a cost-effective response network through a partnership between the state, local communities, vessel owners and industry oil spill cooperatives. The immediate objective of the program is to prepare and equip strike teams in each community for timely response to oil spills. The teams will contain and clean up spills or protect local resources from impact if the spill can not be contained. This means having the trained personnel, access to equipment and supplies, insurance and contracts for services necessary to mount a response within two hours of call out.

The second goal of the program is to provide public education on oil spill prevention and response through brochures, news letters, and speakers.

The final goal is to raise funds to continue the program in future years.

1. 1997 Tasks

The tasks for the first year of the program are:

- 97-1 Obtain all insurance, contracts and agreements necessary to become response ready.
- 97-2 Maintain oil spill response equipment for immediate readiness.
- 97-3 Develop memorandums of agreement with local communities to provide support services such as moorage, equipment use, and storage.
- 97-4 Develop and maintain a database to track contract vessel and personnel availability.
- 97-5 Develop a time-of-spill response contract.
- 97-6 Complete an inventory of response equipment in each community and develop an equipment depot in each community for immediate response.
- 97-7 Develop memorandums of agreement or lease agreements with equipment owners for access to response equipment.

-
- 97-8 Seek donations of surplus spill response equipment from SERVS, Alaska Clean Seas and others;
 - 97-9 Work with SERVS, Chadlux, and CISPRI to begin a cooperative training program and to provide response services on a sub-contract basis;
 - 97-10 Work with USCG to obtain a Basic Ordering Agreement or a Memorandum of Understanding for response services;
 - 97-11 Establish and train Harbor Response Teams in three communities and a Barge Response Team in Seldovia; and
 - 97-12 Prepare a work plan grant proposal for 1998.

2. 1998 Tasks

The tasks for the second year of the program are:

- 98-1 Maintain all insurance, contracts and agreements necessary to remain response ready;
- 98-2 Maintain oil spill response equipment for immediate readiness;
- 98-3 Provide Hazmat refresher training for all personnel and crews;
- 98-4 Establish and train barge response teams in Homer and Port Graham;
- 98-5 Train as many boom towing teams as possible in each community;
- 98-6 Develop contracts with spill response organizations to provide response services;
- 98-7 Develop a Term Contract with ADEC for spill response services;
- 98-8 Register as a Primary Response Action Contractor with ADEC;
- 98-9 Develop alternate funding sources such as grants;
- 98-10 Develop plans for equipment improvements necessary for decontamination, diking and lightering;
- 98-11 Seek donations of surplus spill response equipment;
- 98-12 Work with the LEPC and RCACs to develop a public education program aimed at spill prevention;
- 98-13 Begin developing plans for protection of sensitive areas in each community through site-specific strategies and equipment lists; and
- 98-14 Prepare a work plan for 1999.

3. 1999 Tasks

The tasks for the third year of the program are:

- 99-1 Maintain all insurance, contracts and agreements necessary to remain response ready;
- 99-2 Maintain oil spill response equipment for immediate readiness;
- 99-3 Provide refresher training for all personnel and crews;
- 99-4 Establish and train shoreline protection teams in each community;
- 99-5 Establish and train a lightering team;
- 99-6 Train as many boom towing teams as possible in each community;
- 99-7 Develop contracts with spill response organizations to provide response services;
- 99-8 Develop alternate funding sources;
- 99-9 Continue the oil spill prevention public education program;
- 99-10 Seek donations of surplus spill response equipment;
- 99-11 Continue developing plans for protection of sensitive areas in each community; and

99-12 Prepare a work plan for 2000.

D. Relationships

A clear understanding of relationships between the various parties is important as the program is formed. The Community-based Strike Teams Program will be formed within and managed by the SOS Team, Inc. The SOS Team will be the response entity for any spill response by the program. The SOS Team is solely responsible for the training and development of the strike teams.

The KPB OEM will establish a fund to support the development of community-based strike teams programs and to maintain the State of Alaska's nearshore response equipment acquired through the Equipment Transfer Agreement (Appendix D). This fund will initially consist of the \$60,000 transferred to the KPB via the Memorandum of Agreement with ADEC (Appendix A).

The KPB OEM will contract with the SOS Team to maintain the State of Alaska's response barge and equipment. Under this contract the SOS Team will be allowed to charter this equipment for spill response activities and training. Proceeds from any charters will be returned to the KPB OEM fund.

ADEC will have access to the barge and its equipment through the Local Response Agreement (LRA) with KPB (Appendix B). ADEC will not have access to other services of the program such as trained personnel and vessels through the LRA because these will not be borough assets. If ADEC wishes to access the strike teams for spill response activities they may establish a Term Contract with the SOS Team for response services.

The US Coast Guard may have access to the strike teams services and equipment through a Basic Ordering Agreement or an Emergency Procurement Agreement.

Industry oil spill cooperatives may have access to the strike teams services and equipment and may list those capabilities to meet c-plan holder's response planning standards through a pre-spill contract for services.

A responsible party for an oil spill may gain access to the strike teams services and equipment through a pre-spill contract for services or a time-of-spill contract for services.

III. Minimum Strike Team Program Requirements

A. Risk Management

The single largest cost for maintaining the program will be insurance. Insurance must be in place before the teams can be called out for spill response or training. The KPB Risk Management Department will be responsible for insurance of the oil spill response barge for liability. Consideration should be given to not insuring the barge and equipment for loss of hull and machinery. This would save the program \$3,000 each year in operating costs. Everyone would accept the risk of losing the barge.

Additionally any vessels of opportunity used in the program must have both hull & machinery and oil pollution liability insurance. Most vessels have hull & machinery policies in place. Contracts between the SOS Team and response vessels should require the vessel owner to maintain a hull & machinery policy for the replacement cost of the vessel and provide evidence that such a policy is in effect. The Strike Teams program will have to provide oil pollution liability for the contract vessels.

Workers compensation insurance will be provided to all SOS Team employees of the program. The workers compensation insurance will cover all response employees except the crews of the contracted fishing vessels. A review of the coverage for the crews of vessels under contract needs to be done to determine if they are adequately covered by the owners' existing policies.

Care must be taken in arranging contracts to limit liability. The role of local governments is to provide support to the program without becoming apart of response services carried out under the program. With the exception of the LRP between KPB and ADEC, all contracts for spill response will be between the SOS Team and the party requiring response activities. The parties requiring response services must indemnify and hold harmless the KPB and local governments as a condition of their contract.

B. Maintenance

The response barge and other equipment must be maintained in a condition ready for immediate response. The SOS Team must develop a program that covers the following maintenance items:

- Bi-weekly maintenance check.

- Annual routine maintenance.
- Triennial haul-out.
- Moorage and storage.
- Snow removal. and
- Major repair contingency.

This maintenance program will be part of the SOS Team's maintenance and use contract with the KPB OEM.

C. Program Administration

The Strike Teams Program will initially require a great deal of administration as relationships are established and teams are developed. Program managers must assign responsibility for each of the developmental tasks. Some tasks may have to be contracted outside of existing staff. Funding for program administration will come from grants and service revenues.

Eventually, administrative tasks should be reduced to a maintenance level and funded as a component of the annual budget. Normal administrative tasks will include:

- building a data base of response vessels and personnel and checking the availability of the resources contained in it;
- scheduling and coordinating training;
- preparing an annual work plan and budget;
- fund raising.
- bookkeeping, billing, accounting; and
- monitoring contracts and agreements.

IV. Strike Team Development

Developing the strike team requires establishing relationships between a number of parties, assessing the needs of each community, training responders to meet these needs and building an equipment inventory.

A. Establish Relationships

The following is a list of relationships which should be established under the strike teams program:

- KPB - SOS barge maintenance and use contract.
- KPB - SOS strike team development grant.
- SOS - Vessel of opportunity contract.
- SOS - Employee agreement.
- Responsible Party - SOS tune-up/pill response contract.
- SOS - City of Homer MOA.
- SOS - City of Seldovia MOA.
- SOS - Port Graham Village Council MOA.
- SOS - Equipment owner MOA or lease agreement.
- SOS Vendor contract.
- USCG - SOS Team BOA or MOU.
- SERVS - SOS Team contract.
- Chadux - SOS Team Contract.
- ADEC - SOS Team term contract. and
- CISPRI - SOS Team contract.

Tim Robertson

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The KPB should work with the SOS Team to develop these agreements.

B. Community Needs Assessments

Each community has different needs and resources. It is important that assessments be done to facilitate the planning for each community.

1. Community spill resources and sources

First the existing response equipment and supplies in each community should be inventoried and if possible, arrangements made with the owners for access to these resources for spill response. Then the potential spill sources in each community should be identified. An equipment and supply list will then be developed to meet the needs of the community. The harbor response team should have the necessary resources to immediately respond to small spills and begin to contain larger spills as more equipment is mobilized. The potential spill sources and response resources assessments will help determine if any additional response resources must be acquired for each community. These assessments will also be used to plan training for the harbor response teams. The KPB LEPC might help conduct these assessments. These assessments should be accomplished during the first year of the program.

2. Sensitive Resource Protection

Another important assessment that should be done is to identify sensitive resources near each community that will need protection if a spill can not be contained and removed near its source or will not dissipate before impacting the sensitive resource. Then site specific plans must be developed to protect each resource. The plan will determine the strategy for protection and the equipment and personnel necessary to place the protection and maintain it in place. It is not the intent to for the program to acquire all of the boom and other equipment necessary to protect every sensitive resource, but the equipment locations should be identified and the program should try to pre-arrange access to the equipment. This resource protection assessment will be used to plan training for shoreline protection teams in coming years. The Cook Inlet Sub-area Planning Committee should be contacted to help in these assessments. The RCACs might also be helpful in conducting this planning.

C. Team Training

Response training is very expensive but necessary to the success of the program. The following are the credits of training suggested to develop the strike teams:

- Harbor Response Team (1997).
- Barge Response Team (1997 & 1998).
- Boom Towing Teams (1998 & 1999).
- Shoreline Protection Teams (1999).
- Lightering Team (1999), and
- Hazmat Refresher (every year).

It is important to utilize existing training programs whenever possible and to coordinate training with other response organization to reduce costs. It might be possible for the SOS Team to conduct training for other response organizations to help pay for program costs.

D. Equipment/Supplier Acquisition

Over time additional response resources must be acquired. The price of these acquisitions must come from donations, grants, the OHSRF or service revenues. The community assessments mentioned above will help in devising a plan to acquire more equipment and supplies. Each of the following categories should be included in the annual work plan:

- Boom.
- Absorbents.
- Personnel Protective Equipment.
- Decontamination.
- Fluid Transfer and Storage.

- Barge Trailer, and
- Equipment Storage.

If resources can not be purchased outright, then arrangements should be made to lease them or purchase them on short notice at the time of a spill.

V. Annual Budget

A suggested annual budget is contained in a spreadsheet contained in Appendix F. It suggests an annual barge maintenance cost of about \$6,300, an annual operating cost of about \$17,765 and one time start up costs of \$8,900. While building the spreadsheet we focused on identifying the components which must be funded. Actual component costs must be refined. The electronic version of the spreadsheet may be useful as actual budget figures are determined.

VI. Response Rates

Suggested response rates are in a spreadsheet presented in Appendix G along with some imagined invoices for three response scenarios. These rates must be refined but the spreadsheet maybe useful in for planning purposes. The SOS Team should publish response rates as soon as they are set.

VII. Fund Raising

Response rates should be structured to generate funds to pay for annual operating costs. The response rates shown in part VI. above include a 25% markup to help pay for annual costs. Program managers may want to consider if this markup is high enough.

While it should be a goal for this program to be self supporting, it is not practical to expect that it will be in the near future. The \$60,000 grant from the OHSRF has provided an opportunity to startup the strike teams program, but the success of the program will depend on devising means to sustain funding on a year to year basis and to minimize annual operating costs. In the future, the legislature may again have to be asked to fund program costs from the OHSRF.

A key to continued funding is to establish a contractual relationship with other response organizations such as SERVS, Chadux and CISPRI to provide call out resources and training for them for an annual fee. This should be a priority as soon as the strike teams are in place.

The program managers should explore a pre-spill contract with oil pollution liability insurers and local vessel owners carrying this type of insurance. This could potentially lower the cost of response for the insurance companies and raise annual operating dollars for the program.

Funding should be addressed in each annual work plan. Research should be conducted to determine what grants might be sought for community response programs.

< The state and local governments will have to decide if oil spill response preparedness is a priority for grant funding from their revenues. A successful demonstration of the program will help them make this decision >

VIII. Summary

It has been over eight years since the wreck of the Exxon Valdez caused 10 million gallons of crude oil to spill into the coastal waters of Alaska. Finally, a program has been established to equip and train Alaskans to cleanup oil in the nearshore waters close to their homes. This program will allow citizens to remove spills coming either from within their communities or from outside their community but threatening important local resources. These community-based strike teams will be a valuable resource to those responsible for oil spills and for agencies that must step in and clean up oil spills not adequately being handled by the responsible party. If properly implemented, the program should be cost effective allowing for sharing of personnel, equipment, and resources between citizens; industry; and state, federal, and local governments. Now there will be immediate spill response capability in communities that would otherwise never have commercial spill response services because of their size and location. Hopefully this program can serve as a model for other remote areas in Alaska.

U. S. Coast Guard Seventeenth District: Response to Questions Raised by Oil & Gas Committee, Alaska House of Representatives, 15 January 1998.

What is Coast Guard Federal On-Scene Coordinator (FOOSC) Jurisdiction under Federal Water Pollution Control Act (FWPCA) as amended by Oil Pollution Act of 1990 (OPA 90)?

The legislation prohibits discharges of oil or hazardous substances, in such quantities that may be harmful, (1) into or upon the navigable waters of the U.S., adjoining shorelines, or into or upon the waters of the contiguous zone, or (2) which may affect natural resources in the U.S. Exclusive Economic Zone (EEZ). Coast Guard FOOSC's have responsibility for managing the National Response System for events occurring in the coastal zone, while the EPA has primary responsibility for the inland zone. In Alaska, the Coast Guard and EPA boundary is specified in the Unified Plan.

How does State access the Oil Spill Liability Trust Fund (OSLTF)?

Under OPA 90, the Governor of a State can request payments of up to \$250,000 from the OSLTF for removal costs of an oil discharge or prevention of a substantial threat of an oil discharge. Procedures for accessing the fund, requirements for documenting expenses, and investigation requirements are indicated on attached flow chart.

As a separate process, under OPA 90, the Governor of a State can present a claim to the OSLTF for removal costs incurred by the State. These claims are presented directly to the National Pollution Fund Center (NPFC), located in Arlington, VA.

What is the timeline for FOOSC payment of clean up contractors?

The payment process is initiated by FOOSC's receipt and date stamping of contractor's invoice. The FOOSC verifies that supplies/services were authorized and received and that removal actions were performed properly. Once this is done, the FOOSC forwards the approved invoice with supporting documentation to the contracting officer. This has to happen within 7 days. The Contracting Officer (at Maintenance & Logistics Command at Alameda,

CA) reviews the invoice and insures prices are as set forth in the Basic Ordering Agreement (BOA). The invoice is then forwarded to the Coast Guard Finance Center (Portsmouth, VA) within 10 days. The Prompt Payment Act applies, which means that the contractor has to be paid 30 days from the FOSC's receipt of correct and complete invoice. If 30 day timeline is not met, then the contractor is due interest in addition to payment.

What BOA's are currently available to CG FOSC's in Alaska?

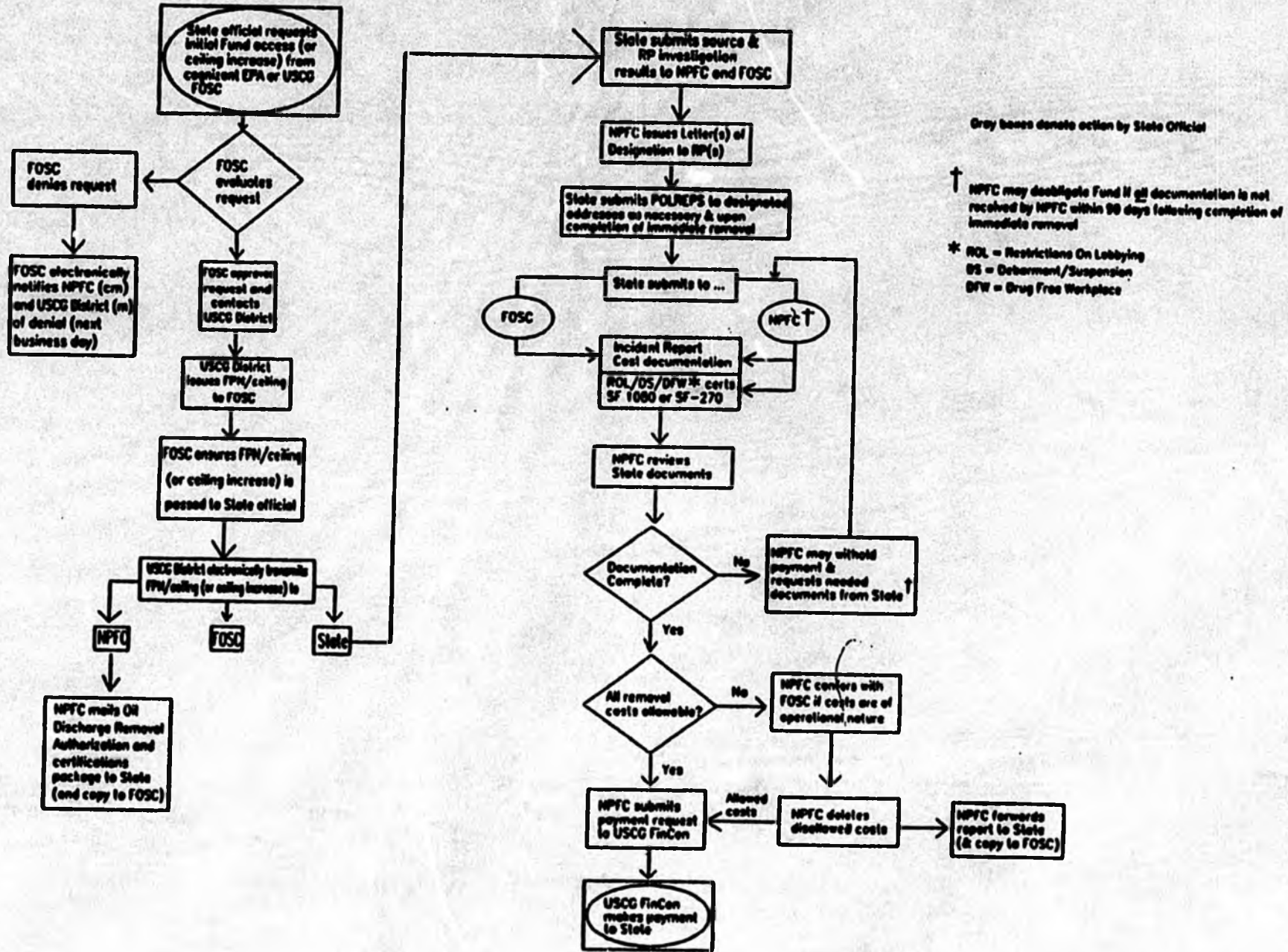
List of current BOA's:

Magone Marine, Dutch Harbor
Burlington Environmental, Anchorage
Marine Pollution Control, Detroit, MI
Alaska Marine Transport, Anchorage
BEPCO, Chugiah, AK
Maritime Enterprises, Homer
Crowley Marine Services, Seattle, WA
SEAL, Juneau
R&R Diving, Valdez
Marine Solutions Services, Anchorage
TCI, Sitka
Western Marine, Seattle, WA

Lists of cargo tonnage/activity for Alaskan Ports -- was provided by Army Corps of Engineers.

FLOW CHART

State Access to OSLTF Under Sec. 1012(d)(1) of OPA 90



Gray boxes denote action by State Official

† NPFC may designate Fund if all documentation is not received by NPFC within 90 days following completion of immediate removal

* ROL = Restrictions On Lobbying
DS = Debarment/Suspension
DFW = Drug Free Workplace

Figure 1

ORIGINAL

Enclosure (1) to NPFCINST 16451.1

Trips and Drafts of Vessels, 1996
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
MITLAKATLA HARBOR, AK												
Grand Total	532	245	—	64	205	18	537	248	—	62	208	19
FOREIGN												
Total	6	6	—	—	—	—	6	6	—	—	—	—
24	2	2	—	—	—	—	2	2	—	—	—	—
23	—	—	—	—	—	—	—	—	—	—	—	—
22	—	—	—	—	—	—	—	—	—	—	—	—
21	—	—	—	—	—	—	—	—	—	—	—	—
19	—	—	—	—	—	—	—	—	—	—	—	—
DOMESTIC												
Total	231	239	—	64	205	18	231	242	—	62	208	19
13	231	231	—	—	—	—	231	231	—	—	—	—
12	—	—	—	—	—	—	—	—	—	—	—	—
11	—	—	—	—	—	—	—	—	—	—	—	—
10	—	—	—	—	—	—	—	—	—	—	—	—
9	—	—	—	—	—	—	—	—	—	—	—	—
8	—	—	—	—	—	—	—	—	—	—	—	—
7	—	—	—	—	—	—	—	—	—	—	—	—
6	—	—	—	—	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—	—	—	—	—
4	—	—	—	—	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—	—
Total trips:											1,068	

KETCHIKAN HARBOR, AK												
Grand Total	3,933	2,006	12	955	789	141	3,780	1,891	12	962	773	152
FOREIGN												
Total	1,005	578	—	64	51	2	1,005	743	—	86	51	1
37	—	—	—	—	—	—	—	—	—	—	—	—
36	—	—	—	—	—	—	—	—	—	—	—	—
35	—	—	—	—	—	—	—	—	—	—	—	—
34	—	—	—	—	—	—	—	—	—	—	—	—
33	—	—	—	—	—	—	—	—	—	—	—	—
32	—	—	—	—	—	—	—	—	—	—	—	—
31	—	—	—	—	—	—	—	—	—	—	—	—
30	—	—	—	—	—	—	—	—	—	—	—	—
29	—	—	—	—	—	—	—	—	—	—	—	—
28	—	—	—	—	—	—	—	—	—	—	—	—
27	—	—	—	—	—	—	—	—	—	—	—	—
26	—	—	—	—	—	—	—	—	—	—	—	—
25	—	—	—	—	—	—	—	—	—	—	—	—
24	—	—	—	—	—	—	—	—	—	—	—	—
23	—	—	—	—	—	—	—	—	—	—	—	—
22	—	—	—	—	—	—	—	—	—	—	—	—
21	—	—	—	—	—	—	—	—	—	—	—	—
20	—	—	—	—	—	—	—	—	—	—	—	—
19	—	—	—	—	—	—	—	—	—	—	—	—
18	—	—	—	—	—	—	—	—	—	—	—	—
17	—	—	—	—	—	—	—	—	—	—	—	—
16	—	—	—	—	—	—	—	—	—	—	—	—
15	—	—	—	—	—	—	—	—	—	—	—	—
14	—	—	—	—	—	—	—	—	—	—	—	—
13	—	—	—	—	—	—	—	—	—	—	—	—
12	—	—	—	—	—	—	—	—	—	—	—	—
Total trips:											1,068	
DOMESTIC												
Total	2,928	1,428	12	891	738	139	2,775	1,148	12	876	722	151
28	—	—	—	—	—	—	—	—	—	—	—	—
27	—	—	—	—	—	—	—	—	—	—	—	—
26	—	—	—	—	—	—	—	—	—	—	—	—
25	—	—	—	—	—	—	—	—	—	—	—	—
24	—	—	—	—	—	—	—	—	—	—	—	—
23	—	—	—	—	—	—	—	—	—	—	—	—
22	—	—	—	—	—	—	—	—	—	—	—	—
21	—	—	—	—	—	—	—	—	—	—	—	—
20	—	—	—	—	—	—	—	—	—	—	—	—
19	—	—	—	—	—	—	—	—	—	—	—	—
18	—	—	—	—	—	—	—	—	—	—	—	—
17	—	—	—	—	—	—	—	—	—	—	—	—
16	—	—	—	—	—	—	—	—	—	—	—	—
15	—	—	—	—	—	—	—	—	—	—	—	—
14	—	—	—	—	—	—	—	—	—	—	—	—

OPTIONAL FORM 98 (7-95)

FAX TRANSMITTAL

of pages 12

To: CDR Tuxhorn	From: Orion Smith
Dist/Agency: USCGA 7 (MAR)	Phone: 907-753-2632
Fax: 907-463-2256	Fax: 907-753-2661

NEN 7542-01-317-738 808-101 GENERAL SERVICES ADMINISTRATION

Trips and Drafts of Vessels, 1998
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels			Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo

KETCHIKAN HARBOR, AK - continued

Inbound

Outbound

DOMESTIC

13	586	550	--	15	--	1	586	550	--	14	--	2	
≤ 12	1,552	151	--	701	672	128	1,578	151	--	738	643	144	
											Total trips:		7,713

WRANGELL NARROWS, AK

Upbound

Downbound

Grand Total	2,191	1,153	--	511	444	83	1,830	742	--	512	491	85
-------------	-------	-------	----	-----	-----	----	-------	-----	----	-----	-----	----

FOREIGN

Total	2	2	--	--	--	--	2	2	--	--	--	--
≤ 12	2	2	--	--	--	--	2	2	--	--	--	--

DOMESTIC

Total	2,189	1,151	--	511	444	83	1,828	740	--	512	491	85	
17	--	--	--	--	--	--	--	--	--	--	--	--	
16	34	--	--	--	--	--	34	--	--	23	--	--	
15	946	874	--	--	--	--	828	442	--	81	1	--	
14	85	1	--	--	--	--	80	--	--	37	53	--	
13	108	74	--	--	--	--	114	74	--	38	2	--	
≤ 12	1,016	202	--	333	401	51	1,072	223	--	333	433	53	
											Total trips:		4,021

JUNEAU HARBOR, AK

Upbound

Downbound

Grand Total	4,253	3,257	--	539	350	47	3,838	3,082	1	348	350	49
-------------	-------	-------	----	-----	-----	----	-------	-------	---	-----	-----	----

FOREIGN

Total	392	392	--	--	--	--	391	386	--	2	2	--
24	278	278	--	--	--	--	250	250	--	--	--	--
23	33	33	--	--	--	--	34	34	--	--	--	--
22	18	18	--	--	--	--	17	17	--	--	--	--
21	15	15	--	--	--	--	16	16	--	--	--	--
20	14	14	--	--	--	--	15	15	--	--	--	--
19	15	15	--	--	--	--	16	16	--	--	--	--
18	13	13	--	--	--	--	13	13	--	--	1	--
17	3	3	--	--	--	--	3	3	--	1	--	--
16	3	3	--	--	--	--	4	4	--	--	--	--
15	4	4	--	--	--	--	4	4	--	--	1	--
14	3	3	--	--	--	--	3	3	--	--	--	--
13	1	1	--	--	--	--	1	1	--	--	--	--
12	1	1	--	--	--	--	1	1	--	--	--	--
11	1	1	--	--	--	--	1	1	--	--	--	--
10	2	2	--	--	--	--	2	2	--	--	--	--
9	2	2	--	--	--	--	2	2	--	--	--	--
8	1	1	--	--	--	--	1	1	--	--	--	--
7	1	1	--	--	--	--	1	1	--	--	--	--

DOMESTIC

Total	3,891	2,895	--	539	350	47	3,447	2,696	--	346	348	49	
25	1	1	--	--	--	--	1	1	--	--	--	--	
24	1	1	--	--	--	--	1	1	--	--	--	--	
23	1	1	--	--	--	--	1	1	--	--	--	--	
22	1	1	--	--	--	--	1	1	--	--	--	--	
21	1	1	--	--	--	--	1	1	--	--	--	--	
20	1	1	--	--	--	--	1	1	--	--	--	--	
19	1	1	--	--	--	--	1	1	--	--	--	--	
18	1	1	--	--	--	--	1	1	--	--	--	--	
17	1	1	--	--	--	--	1	1	--	--	--	--	
16	1	1	--	--	--	--	1	1	--	--	--	--	
15	1	1	--	--	--	--	1	1	--	--	--	--	
14	1	1	--	--	--	--	1	1	--	--	--	--	
13	1	1	--	--	--	--	1	1	--	--	--	--	
12	1	1	--	--	--	--	1	1	--	--	--	--	
11	1	1	--	--	--	--	1	1	--	--	--	--	
10	1	1	--	--	--	--	1	1	--	--	--	--	
9	1	1	--	--	--	--	1	1	--	--	--	--	
8	1	1	--	--	--	--	1	1	--	--	--	--	
7	1	1	--	--	--	--	1	1	--	--	--	--	
6	1	1	--	--	--	--	1	1	--	--	--	--	
5	1	1	--	--	--	--	1	1	--	--	--	--	
4	1	1	--	--	--	--	1	1	--	--	--	--	
3	1	1	--	--	--	--	1	1	--	--	--	--	
2	1	1	--	--	--	--	1	1	--	--	--	--	
1	1	1	--	--	--	--	1	1	--	--	--	--	
≤ 12	2,018	1,572	--	123	97	12	1,895	1,572	--	346	348	49	
											Total trips:		8,121

Trips and Drafts of Vessels, 1986
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
SKAGWAY HARBOR, AK												
	Inbound						Outbound					
Grand Total	699	638	-	77	89	4	700	643	-	74	89	3
FOREIGN												
Total	306	288		21	29	1	306	288		20	29	
12	1	1					1	1				
13	1	1					1	1				
14	1	1					1	1				
15	1	1					1	1				
16	1	1					1	1				
17	1	1					1	1				
18	1	1					1	1				
19	1	1					1	1				
20	1	1					1	1				
21	1	1					1	1				
22	1	1					1	1				
23	1	1					1	1				
24	1	1					1	1				
25	1	1					1	1				
26	1	1					1	1				
27	1	1					1	1				
28	1	1					1	1				
29	1	1					1	1				
30	1	1					1	1				
31	1	1					1	1				
32	1	1					1	1				
33	1	1					1	1				
34	1	1					1	1				
35	1	1					1	1				
36	1	1					1	1				
37	1	1					1	1				
38	1	1					1	1				
39	1	1					1	1				
40	1	1					1	1				
41	1	1					1	1				
42	1	1					1	1				
43	1	1					1	1				
44	1	1					1	1				
45	1	1					1	1				
46	1	1					1	1				
47	1	1					1	1				
48	1	1					1	1				
49	1	1					1	1				
50	1	1					1	1				
51	1	1					1	1				
52	1	1					1	1				
53	1	1					1	1				
54	1	1					1	1				
55	1	1					1	1				
56	1	1					1	1				
57	1	1					1	1				
58	1	1					1	1				
59	1	1					1	1				
60	1	1					1	1				
61	1	1					1	1				
62	1	1					1	1				
63	1	1					1	1				
64	1	1					1	1				
65	1	1					1	1				
66	1	1					1	1				
67	1	1					1	1				
68	1	1					1	1				
69	1	1					1	1				
70	1	1					1	1				
71	1	1					1	1				
72	1	1					1	1				
73	1	1					1	1				
74	1	1					1	1				
75	1	1					1	1				
76	1	1					1	1				
77	1	1					1	1				
78	1	1					1	1				
79	1	1					1	1				
80	1	1					1	1				
81	1	1					1	1				
82	1	1					1	1				
83	1	1					1	1				
84	1	1					1	1				
85	1	1					1	1				
86	1	1					1	1				
87	1	1					1	1				
88	1	1					1	1				
89	1	1					1	1				
90	1	1					1	1				
91	1	1					1	1				
92	1	1					1	1				
93	1	1					1	1				
94	1	1					1	1				
95	1	1					1	1				
96	1	1					1	1				
97	1	1					1	1				
98	1	1					1	1				
99	1	1					1	1				
100	1	1					1	1				
101	1	1					1	1				
102	1	1					1	1				
103	1	1					1	1				
104	1	1					1	1				
105	1	1					1	1				
106	1	1					1	1				
107	1	1					1	1				
108	1	1					1	1				
109	1	1					1	1				
110	1	1					1	1				
111	1	1					1	1				
112	1	1					1	1				
113	1	1					1	1				
114	1	1					1	1				
115	1	1					1	1				
116	1	1					1	1				
117	1	1					1	1				
118	1	1					1	1				
119	1	1					1	1				
120	1	1					1	1				
121	1	1					1	1				
122	1	1					1	1				
123	1	1					1	1				
124	1	1					1	1				
125	1	1					1	1				
126	1	1					1	1				
127	1	1					1	1				
128	1	1					1	1				
129	1	1					1	1				
130	1	1					1	1				
131	1	1					1	1				
132	1	1					1	1				
133	1	1					1	1				
134	1	1					1	1				
135	1	1					1	1				
136	1	1					1	1				
137	1	1					1	1				
138	1	1					1	1				
139	1	1					1	1				
140	1	1					1	1				
141	1	1					1	1				
142	1	1					1	1				
143	1	1					1	1				
144	1	1					1	1				
145	1	1					1	1				
146	1	1					1	1				
147	1	1					1	1				
148	1	1					1	1				
149	1	1					1	1				
150	1	1					1	1				
151	1	1					1					

Trip and Drafts of Vessels, 1996
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker

VALDEZ HARBOR, AK - continued

Inbound

Outbound

DOMESTIC

Total	1,600	846	663	63	8	20	1,600	846	614	87	7	12
72												
71												
70												
69												
68												
67												
66												
65												
64												
63												
62												
61												
60												
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22												
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20												
19												
18												
17												
16												
15												
14												
13												
12												
Total	1,037	524	381	34	4	11	1,037	524	497	57	7	12
Total trips:												

SEWARD HARBOR, AK

Inbound

Outbound

Grand Total	380	327	1	13	29	1	379	327	1	16	17	1
FOREIGN												
Total	116	116					116	116				
72												
71												
70												
69												
68												
67												
66												
65												
64												
63												
62												
61												
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23												
22												
21												
20												
19												
18												
17												
16												
15												
14												
13												
12												
Total	116	116					116	116				

Trips and Drafts of Vessels, 1998
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
SEWARD HARBOR, AK - continued												
Inbound						Outbound						
FOREIGN												
20												
19												
18												
16												
15												
12												
11												
4												
DOMESTIC												
Total	453	411		13	28		48			25	37	
20												
17												
16												
15												
12												
11												
9												
7												
5												
3												
2												
Total trips:											1,168	
HOMER, AK												
Inbound						Outbound						
Grand Total	361	286	19	42	16	7	357	286	9	43	16	6
FOREIGN												
Total	53	37	2	3	3		22	27		3	3	
20												
19												
18												
17												
16												
15												
12												
10												
DOMESTIC												
Total	308	249		39	13	7	335	259		40	12	6
20												
17												
16												
15												
14												
13												
12												
11												
10												
Total trips:											718	

Trips and Drafts of Vessels, 1966
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
ANCHORAGE, AK												
Grand Total	420	260	38	61	32	29	463	271	39	69	69	28
FOREIGN												
Total	88	12	28	2	3	1	97	45	22	4	28	1
23	1						1					
22	1						1					
21	1						1					
20	1						1					
19	1						1					
18	1						1					
17	1						1					
16	1						1					
15	1						1					
14	1						1					
13	1						1					
12	1						1					
11	1						1					
10	1						1					
DOMESTIC												
Total	361	128	16	18	18	18	366	226	17	65	65	28
23	1						1					
22	1						1					
21	1						1					
20	1						1					
19	1						1					
18	1						1					
17	1						1					
16	1						1					
15	1						1					
14	1						1					
13	1						1					
12	1						1					
11	1						1					
10	1						1					
KODIAK HARBOR, AK												
Grand Total	548	293	4	73	176	2	641	306	3	81	169	2
FOREIGN												
Total	184	7			17		136				126	
23	1						1					
22	1						1					
21	1						1					
20	1						1					
19	1						1					
18	1						1					
17	1						1					
16	1						1					
15	1						1					
14	1						1					
13	1						1					
12	1						1					
11	1						1					
10	1						1					

Total trips:

Trips and Drafts of Vessels, 1966
(draft in feet)

Draft	Self Propelled Vessels			Non-Self Propelled Vessels		Self Propelled Vessels			Non-Self Propelled Vessels			
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
UNALASKA BAY AND ISLAND, AK - continued												
Inbound						Outbound						
DOMESTIC												
30	11											
29	12											
28	7											
27	2											
26	13											
25	3											
24	21											
23	1											
22	19											
21	17											
20	15											
19	16											
18	78											
17	46											
16	80											
15	46											
14	80											
13	136											
12	43											
11	112											
10	28											
9	43											
8	7											
7	2											
6	2											
5	4											
4	23											
Total trips:											2,862	

BETHEL HARBOR, AK (15 feet and less)												
Inbound						Outbound						
Grand Total	288	11	—	110	125	10	263	10	—	112	130	11
Total trips:											519	
CORDOVA HARBOR, AK (20 feet and less)												
Inbound						Outbound						
Grand Total	216	177	—	38	3	—	206	177	—	25	3	—
Total trips:											422	
CRAIG HARBOR, AK (15 feet and less)												
Inbound						Outbound						
Grand Total	118	1	—	38	47	12	116	1	—	56	48	12
Total trips:											236	
DILLINGHAM HARBOR, AK (17 feet and less)												
Inbound						Outbound						
Grand Total	65	5	—	17	23	21	73	5	—	18	26	24
Total trips:											139	
DOUGLAS HARBOR, AK (9 feet and less)												
Inbound						Outbound						
Grand Total	886	761	—	125	—	—	886	761	—	125	—	—
Total trips:											1,772	
DRY PASS, AK No Vessel Trips Reported												

Trips and Drafts of Vessels, 1996
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
EGEGEK RIVER, AK (13 feet and less)												
	Inbound								Outbound			
Grand Total	34	3	—	7	20	4	33	3	—	9	17	4
	Total trips: 67											
ELFIN COVE HARBOR, AK (10 feet and less)												
	Inbound								Outbound			
Grand Total	7	—	—	3	—	4	9	—	—	6	—	4
	Total trips: 18											
GASTINEAU CHANNEL, AK No Vessel Trips Reported												
HOONAH HARBOR, AK (19 feet and less)												
	Inbound								Outbound			
Grand Total	388	293	—	80	33	10	373	291	—	41	31	10
	Total trips: 759											
HUMBOLDT HARBOR, AK (18 feet and less)												
	Inbound								Outbound			
Grand Total	216	167	—	39	4	6	212	164	—	37	4	7
	Total trips: 425											
KAKE HARBOR, AK (25 feet and less)												
	Inbound								Outbound			
Grand Total	378	138	—	85	142	10	375	138	—	89	138	10
	Total trips: 750											
KING COVE LAGOON, AK (19 feet and less)												
	Inbound								Outbound			
Grand Total	233	167	—	62	3	1	208	164	—	41	3	—
	Total trips: 441											
NAJONIK RIVER, AK (20 feet and less)												
	Upbound								Downbound			
Grand Total	121	13	—	46	81	12	108	16	—	41	42	9
	Total trips: 229											
NINELCHIK HARBOR, AK (4 feet and less)												
	Inbound								Outbound			
Grand Total	11	11	—	—	—	—	11	11	—	—	—	—
	Total trips: 22											
NOME, AK (20 feet and less)												
	Inbound								Outbound			
Grand Total	62	15	—	23	21	3	61	16	—	22	21	2
	Total trips: 123											

Trips and Drafts of Vessels, 1988
(Draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
OLD HARBOR, AK (14 feet and less)												
	Inbound						Outbound					
Grand Total	12	12	—	—	—	—	12	12	—	—	—	—
							Total trips: — 24					
PELICAN HARBOR, AK (16 feet and less)												
	Inbound						Outbound					
Grand Total	69	19	—	18	15	7	69	19	—	19	15	7
							Total trips: — 119					
PETERSBURG HARBOR, AK (16 feet and less)												
	Inbound						Outbound					
Grand Total	1,254	553	—	362	296	41	1,252	554	—	358	301	39
							Total trips: — 2,506					
PORT ALEXANDER, AK No Vessel Trips Reported												
SELDOVIA HARBOR, AK (17 feet and less)												
	Inbound						Outbound					
Grand Total	160	161	—	9	—	—	171	161	—	19	—	—
							Total trips: — 331					
SERGIUS AND WHITESTONE NARROWS, AK (15 feet and less)												
	Upbound						Downbound					
Grand Total	496	140	—	138	206	16	514	131	—	165	200	18
							Total trips: — 1,012					
SITKA HARBOR, AK (25 feet and less)												
	Inbound						Outbound					
Grand Total	2,387	1,934	—	231	204	16	2,402	1,955	—	219	213	16
							Total trips: — 4,789					
STIKINE RIVER, AK (4 feet and less)												
	Inbound						Outbound					
Grand Total	139	87	—	25	25	—	139	87	—	25	25	—
							Total trips: — 278					
WILKINSON HARBOR, AK (19 feet and less)												
	Inbound						Outbound					
Grand Total	1,157	610	—	261	291	15	1,149	608	—	224	292	15
							Total trips: — 2,306					
CHATHAM STRAIT, AK (31 feet and less)												
	Upbound						Downbound					
Grand Total	2,191	1,489	—	319	348	53	2,296	1,902	1	368	368	80
							Total trips: — 4,487					

Trips and Drafts of Vessels, 1900
(draft in feet)

Draft	Self Propelled Vessels				Non-Self Propelled Vessels		Self Propelled Vessels				Non-Self Propelled Vessels	
	Total	Pass & Dry Cargo	Tanker	Tow or TUG	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow or TUG	Dry Cargo	Tanker
CLARENCE STRAIT, AK (25 feet and less)												
	Upbound						Downbound					
Grand Total	2,282	1,040	—	599	619	96	2,284	1,063	1	897	630	64
	Total trips: 4,146											
FREDERICK SOUND, AK (31 feet and less)												
	Upbound						Downbound					
Grand Total	1,768	782	—	438	489	69	2,174	1,190	1	432	482	69
	Total trips: 3,932											
ICY STRAIT, AK (35 feet and less)												
	Upbound						Downbound					
Grand Total	3,213	2,748	—	249	178	38	3,191	2,713	—	288	190	32
	Total trips: 6,404											
KLAWOCK, AK (17 feet and less)												
	Inbound						Outbound					
Grand Total	120	23	—	86	27	14	132	25	—	96	37	14
	Total trips: 252											
LYNN CANAL, AK (36 feet and less)												
	Upbound						Downbound					
Grand Total	2,686	2,178	—	200	191	17	2,697	2,161	—	243	184	29
	Total trips: 5,155											
NICHOLS PASSAGE, AK (24 feet and less)												
	Upbound						Downbound					
Grand Total	534	246	—	61	208	19	632	247	—	63	206	17
	Total trips: 1,066											
MIKSHKA, AK (39 feet and less)												
	Inbound						Outbound					
Grand Total	178	3	104	47	11	13	211	4	108	69	18	22
	Total trips: 399											
PRINCE OF WALES IS. WEST SIDE, AK (32 feet and less)												
	Inbound						Outbound					
Grand Total	364	37	—	177	100	40	358	48	—	161	84	36
	Total trips: 713											
REVELLAGUADO CHANNEL, AK (37 feet and less)												
	Upbound						Downbound					
Grand Total	2,916	2,034	12	440	342	86	2,649	1,679	11	389	328	71
	Total trips: 6,566											
STEPHENS PASSAGE, AK (31 feet and less)												
	Upbound						Downbound					
Grand Total	3,332	2,417	—	428	423	64	3,144	2,440	1	288	372	36
	Total trips: 6,476											

Trips and Drafts of Vessels, 1986
(draft in feet)

Draft	Self Propelled Vessels			Non-Self Propelled Vessels		Self Propelled Vessels			Non-Self Propelled Vessels			
	Total	Pass & Dry Cargo	Tanker	Tow of Tug	Dry Cargo	Tanker	Total	Pass & Dry Cargo	Tanker	Tow of Tug	Dry Cargo	Tanker
SUMNER STRAIT, AK (17 feet and less)												
	Upbound						Downbound					
Grand Total	2,286	1,259	—	427	609	71	1,980	829	—	444	534	82
											Total trips:	4,166
TONGASS NARROWS, AK (27 feet and less)												
	Upbound						Downbound					
Grand Total	1,282	231	1	839	403	88	1,120	216	—	453	389	82
											Total trips:	2,382

Other Harbors and Waterways 1988 - continued

Harbor or Waterway Non-project	Commodity	Thousand Short Tons	
FREDERICK SOUND, AK - continued	4150 fuel wood		
	4170 wood in the rough	323	
	4189 lumber	11	
	4180 forest products nec	0	
	4225 pulp & waste paper	280	
	4335 soil & ill dirt	0	
	4420 iron & steel scrap	0	
	4800 non-metal. min. nec	0	
	6120 paper & paperboard	0	
	6180 paper products nec	0	
	5220 cement & concrete	0	
	5240 glass & glass prod.	0	
	5290 misc. mineral prod.	0	
	5390 tile bars & shapes	0	
	5370 tile pipe & tube	0	
	5390 primary tile nec	0	
	5480 fer. metal products	0	
	5540 primary wood prod.	0	
	6134 fish (not shellfish)	0	
	6135 shellfish	0	
	6854 vegetables & prod.	0	
	6761 hay & fodder	0	
	6811 meat, fresh, frozen	0	
	6825 fish, prepared	0	
	6866 fruit juices	0	
	6885 alcoholic beverages	0	
	6867 groceries	0	
	6885 water & ice	0	
	6889 food products nec	0	
	6899 farm products nec	0	
	7110 machinery (not elec)	0	
	7120 electrical machinery	0	
	7210 vehicles & parts	0	
	7220 aircraft & parts	0	
	7230 ships & boats	0	
	7400 manufac. wood prod.	0	
	7500 textile products	0	
	7600 rubber & plastic pr.	0	
	7800 manufac. prod. nec	0	
	8800 waste and scrap nec	0	
	Total Tons(1000)	751	
	Total Ton-values(1000)	34,718	
	ICY STRAIT, AK	2211 gasoline	46
		2221 kerosene	6
		2230 distillate fuel oil	6
2240 lube oil & greases		0	
2840 petroleum coke		0	
2990 petro. products nec		0	
3220 alcohols		0	
3298 plastics		0	
3298 explosives		0	
3298 chem. products nec		0	
4170 wood in the rough		363	
4189 lumber		0	
4331 sand & gravel		0	
4800 non-ferrous ores nec		540	
4800 non-metal. min. nec		0	
6180 paper products nec		0	
5220 cement & concrete		0	
5240 glass & glass prod.		0	
5290 misc. mineral prod.		0	
5480 fer. metal products		0	
5540 primary wood prod.		0	
6134 fish (not shellfish)		0	
6854 vegetables & prod.		0	
6811 meat, fresh, frozen		0	
6838 animals & prod. nec		0	
6867 fruit & nuts nec		0	
6867 groceries		0	
6889 food products nec		0	
7110 machinery (not elec)		0	
7120 electrical machinery		0	
7210 vehicles & parts		0	
7230 ships & boats		0	
7400 manufac. wood prod.		0	
7500 textile products		0	
7600 rubber & plastic pr.		0	

Other Harbors and Waterways 1986 - continued

Harbor or Waterway Non-project	Commodity	Thousand Short Tons
NICHOLS PASSAGE, AK - continued	4161 wood chips	48
	4170 wood in the rough	178
	4189 lumber	34
	4180 forest products nec	0
	4225 pulp & waste paper	0
	4331 sand & gravel	0
	4420 iron & steel scrap	1
	5190 paper products nec	0
	5220 cement & concrete	0
	5240 glass & glass prod.	0
	5480 lab. metal products	0
	6999 food products nec	9
	7110 machinery (not elec)	1
	7120 electrical machinery	0
	7210 vehicles & parts	0
	7400 manufac. wood prod.	1
	7500 textile products	0
	7800 rubber & plastic pr.	0
	7900 manufac. prod. nec	1
Total Tons(x1000)	269	
Total Ton-mile(x1000)	1,337	
MIQUELKA, AK	2100 crude petroleum	1,828
	2211 gasoline	208
	2330 distillate fuel oil	378
	2340 residual fuel oil	190
	2430 asphalt, tar & pitch	582
	2840 liquid natural gas	1,447
	3110 nitrogenous fert.	174
	3273 ammonia	315
	5330 i/s plates & sheets	0
	6134 fish (not shellfish)	20
	6136 shellfish	0
	7110 machinery (not elec)	0
	Total Tons(x1000)	5,060
	PRICE OF WALES IS. WEST SIDE, AK	2211 gasoline
2330 distillate fuel oil		3
3275 inorg. elem. oxides, & halogen salts		0
4170 wood in the rough		692
4189 lumber		2
4331 sand & gravel		8
4900 non-metal. min. nec		0
5190 paper products nec		0
5280 mic. mineral prod.		0
5380 i/s bars & shapes		0
5370 i/s pipe & tube		0
5480 lab. metal products		0
5540 primary wood prod.		0
6134 fish (not shellfish)		1
6999 food products nec		0
7110 machinery (not elec)		6
7210 vehicles & parts	0	
7400 manufac. wood prod.	0	
7800 rubber & plastic pr.	0	
7900 manufac. prod. nec	0	
Total Tons(x1000)	710	
REVILLAGIGADO CHANNEL, AK	1100 coal lignite	0
	2211 gasoline	87
	2221 kerosene	14
	2330 distillate fuel oil	115
	2340 residual fuel oil	63
	2360 lube oil & greases	2
	2430 asphalt, tar & pitch	0
	2540 petroleum coke	1
	2840 liquid natural gas	3
	2990 petro. products nec	1
	3110 nitrogenous fert.	2
	3190 fert. & mixes nec	0
	3220 alcohols	1
	3274 sodium hydroxide	27
	3275 inorg. elem. oxides, & halogen salts	0
3282 pigments & paints	2	

Other Harbors and Waterways 1986 - continued

Harbor or Waterway Name project	Commodity	Thousand Short Tons
STEPHENS PASSAGE, AK - continued	5190 paper products nec	3
	5220 cement & concrete	18
	5240 glass & glass prod.	10
	5290 misc. mineral prod.	1
	5370 i/s pipe & tube	1
	5390 primary i/s nec	1
	5490 fer. metal products	1
	5540 primary wood prod.	1
	6134 fish (not shellfish)	1
	6136 shellfish	1
	6721 hay & fodder	1
	6825 fish, prepared	1
	6826 alcoholic beverages	1
	6827 groceries	1
	6828 water & ice	1
	6829 food products nec	1
	6899 farm products nec	1
	7110 machinery (not elec)	1
	7120 electrical machinery	1
	7210 vehicles & parts	1
	7220 aircraft & parts	1
	7230 ships & boats	1
	7400 manufac. wood prod.	1
	7600 textile products	1
	7800 rubber & plastic pr.	1
	7900 manufac. prod. nec	1
	8900 waste and scrap nec	1
	Total Tons(1986)	810
Total Ton-miles(1986)	37,541	
SUMNER STRAIT, AK	1100 coal lumps	0
	2211 gasoline	30
	2330 distillate fuel oil	72
	2330 lube oil & greases	2
	2630 asphalt, tar & pitch	2
	2640 petroleum coke	2
	2640 liquid natural gas	2
	2890 petro. products nec	2
	3110 nitrogenous fert.	2
	3190 fert. & mixes nec	1
	3220 alcohols	1
	3275 inorg. elem. oxides, & halogen salts	1
	3282 pigments & paints	1
	3286 plastics	1
	3286 explosives	1
	3299 chem. products nec	1
	4110 rubber & gums	1
	4190 fuel wood	1
	4170 wood in the rough	106
	4199 lumber	13
	4190 forest products nec	1
	4325 pulp & waste paper	1
	4331 sand & gravel	1
	4336 soil & fill dirt	1
	4420 iron & steel scrap	1
	4990 non-ferrous ores nec	1
	4900 non-metal. min. nec	2
	5120 paper & paperboard	2
	5190 paper products nec	5
	5220 cement & concrete	5
	5240 glass & glass prod.	1
	5290 misc. mineral prod.	1
	5380 i/s bars & shapes	1
	5370 i/s pipe & tube	1
	5390 primary i/s nec	1
	5490 fer. metal products	1
	5540 primary wood prod.	1
	6134 fish (not shellfish)	1
6136 shellfish	1	
6854 vegetables & prod.	1	
6721 hay & fodder	1	
6811 meat, fresh, frozen	1	
6825 fish, prepared	1	
6826 fruit juices	1	
6826 alcoholic beverages	1	
6827 groceries	1	
6828 water & ice	1	
6829 food products nec	20	

METLAKATLA HARBOR, AK

Section Included: From the boat basin west of Village Point to and including the existing Chip Mill Dock east of the present City Dock. Controlling Depth: 25 feet at base of cannery wharf, 10 feet in boat basin, 40 feet at City Dock and 15 feet at Chip Mill Dock. Project Depth: 10 feet in present boat basin and 15 feet in proposed boat basin. All depths refer to mslw.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	471	1990	548	1993	523		
1988	180	1991	490	1994	500		
1989	588	1992	664	1995	480		

Freight Traffic, 1996 (thousand short tons)

Commodity	Grand Total	Foreign Exports	Domestic		
			Total	Internal	
				Receipts	Shipments
Total	258	156	258	168	90
Total coal	0	0	0	0	0
1100 coal lignite	0	0	0	0	0
Total petroleum products	4	0	4	4	0
Subtotal petroleum products	4	0	4	4	0
2211 gasoline	1	0	1	1	0
2330 distillate fuel oil	3	0	3	3	0
2430 asphalt, tar & pitch	1	0	1	1	0
2540 petroleum coke	0	0	0	0	0
2880 petro. products nec	0	0	0	0	0
Total chemicals and related products	0	0	0	0	0
Subtotal other chemicals and related products	0	0	0	0	0
3299 chem. products nec	0	0	0	0	0
Total forest products, wood and chips	257	51	206	168	50
Subtotal forest products, wood and chips	257	51	206	168	50
4110 rubber & gums	0	0	0	0	0
4161 wood chips	45	0	45	0	45
4170 wood in the rough	171	18	153	156	4
4189 lumber	34	33	1	0	0
4190 forest products nec	0	0	0	0	0
Subtotal pulp and waste paper	0	0	0	0	0
4225 pulp & waste paper	0	0	0	0	0
Subtotal soil, sand, gravel, rock and stone	1	0	1	1	0
4331 sand & gravel	1	0	1	1	0
Subtotal iron ore and scrap	0	0	0	0	0
4430 iron & steel scrap	0	0	0	0	0
Total primary non-ferrous metal products	0	0	0	0	0
Subtotal paper products	0	0	0	0	0
5190 paper products nec	0	0	0	0	0
Subtotal lime, cement and glass	0	0	0	0	0
5220 cement & concrete	0	0	0	0	0
5240 glass & glass prod.	0	0	0	0	0
Subtotal primary non-ferrous metal products	0	0	0	0	0
5480 fab. metal products	0	0	0	0	0
Total food and farm products	3	0	3	1	1
Subtotal other agricultural products	3	0	3	1	1
6899 food products nec	3	0	3	1	1
Total machinery, equipment, machinery and products	1	0	1	0	0
7110 machinery (not elec)	1	0	1	0	0
7120 electrical machinery	0	0	0	0	0
7210 vehicles & parts	0	0	0	0	0
7400 manufac. wood prod.	1	0	1	0	0
7800 textile products	0	0	0	0	0
7800 rubber & plastic pr.	0	0	0	0	0
7900 manufac. prod. nec	1	0	1	0	0

OPTIONAL FORM 88 (7-98)

FAX TRANSMITTAL

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To: CDR Tuxhorn	From: Simon Smith
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NBN 7548-01-317-798 5000-101 GENERAL SERVICES ADMINISTRATION

KETCHIKAN HARBOR, AK

Section included: Tongass Narrows from Point Higgins on the north to Mountain Point on the south and including Herring Bay on George Inlet. Controlling Depth: Main Harbor, adequate; small boat basins, Ketchikan Creek, 10.0 feet; Bar Point, 15 feet. Project Depth: No project depth for Main Harbor; small boat basins, 10 and 15 feet. All depths refer to msl.

Comprehensive Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	2,444	1990	1,947	1993	1,824	1996	1,821
1988	2,006	1991	1,888	1994	1,789		
1989	2,294	1992	1,886	1995	1,821		

Freight Traffic, 1996 (thousand short tons)

Commodity	Total	Foreign		Canadian	
		Exports	Imports	Imports	Exports
Total all commodities	221	158	61	91	11
Total petroleum and petroleum products	41	0	46	0	0
Subtotal petroleum products	41	0	46	0	0
2211 gasoline	14	0	3	0	0
2221 kerosene	14	0	14	0	0
2330 distillate fuel oil	29	0	29	0	0
2840 liquid natural gas	1	0	1	0	0
Total chemical and related products	9	0	0	0	0
Subtotal other chemicals and related products	9	0	0	0	0
3285 perfumes & cleaners	0	0	0	0	0
Total forest products, wood and chips	49	31	9	0	0
Subtotal forest products, wood and chips	49	31	9	0	0
4170 wood in the rough	24	15	9	0	0
4189 lumber	16	16	0	0	0
Subtotal pulp and waste paper	123	123	0	0	0
4225 pulp & waste paper	123	123	0	0	0
Subtotal soil, sand, gravel, rock and stone	8	0	5	0	0
4331 sand & gravel	5	0	5	0	0
Total primary non-ferrous metal products	0	0	0	0	0
Subtotal primary non-ferrous metal products	0	0	0	0	0
5480 fab. metal products	0	0	0	0	0
Total food and farm products	12	0	0	0	11
Subtotal fish	11	0	0	0	11
6134 fish (not shellfish)	11	0	0	0	11
Subtotal processed grain and animal feed	1	1	0	0	0
6782 animal feed, prep.	1	1	0	0	0
Total air transport, equipment, machinery and products	0	0	0	0	0
7110 machinery (not elec)	0	0	0	0	0
Total unknown or not otherwise classified	0	0	0	0	0
9900 unknown or nec	0	0	0	0	0

Commodity	Total	Domestic				
		Canada		Internal		Intransit
		Receipts	Shipments	Receipts	Shipments	
Total all commodities	221	158	61	91	11	
1100 coal lignite	0	0	0	0	0	
Total petroleum and petroleum products	388	175	6	95	110	
Subtotal petroleum products	388	175	6	95	110	
2211 gasoline	117	71	2	8	33	
2330 distillate fuel oil	173	74	4	15	78	
2340 residual fuel oil	63	31	0	32	0	
2350 lube oil & greases	1	0	0	1	0	
2430 asphalt, tar & pitch	1	0	0	0	1	
2540 petroleum coke	0	0	0	0	0	
2840 liquid natural gas	0	0	0	0	0	
2980 petro. products nec	0	0	0	0	0	
Total chemical and related products	33	14	0	17	1	
Subtotal fertilizers	0	0	0	0	0	
3110 nitrogenous fert.	0	0	0	0	0	
Subtotal other chemicals and related products	33	14	0	17	1	
3230 alcohols	0	0	0	0	0	
3274 sodium hydroxide	27	14	0	13	0	
3275 inorg. elem. oxides, & halogen salts	0	0	0	0	0	
3280 plastics	0	0	0	0	0	
3285 explosives	1	0	0	0	1	
3289 chem. products nec	6	0	0	4	1	
Total forest products, wood and chips	674	14	7	545	9	
Subtotal forest products, wood and chips	674	14	7	545	9	
4110 rubber & gums	0	0	0	0	0	
4180 fuel wood	7	0	0	7	0	

KETCHIKAN HARBOR, AK
Freight Traffic, 1988 - continued
(thousand short tons)

Commodity	Total	Domestic				
		Coastwise		Receipts	Internal	
		Receipts	Shipments		Shipments	Transfer
4161 wood chips	48					
4170 wood in the rough	515	14	07	498		
4188 lumber	6					
4190 forest products nec	1					
Subtotal pulp and waste paper	0					
4225 pulp & waste paper	0					
Subtotal soil, sand, gravel, rock and stone	1					
4331 sand & gravel	1					
Subtotal iron ore and scrap	1					
4420 iron & steel scrap	1					
Subtotal other non-ferrous min.	1					
4800 non-ferrous min. nec	1					
Total primary manufactured goods	22					
Subtotal paper products	2					
5190 paper products nec	2					
Subtotal lime, cement and glass	2					
5220 cement & concrete	2					
5240 glass & glass prod.	2					
5290 misc. mineral prod.	2					
Subtotal primary iron and steel products	13					
6390 iron bars & shapes	13					
6370 iron pipe & tube	1					
6880 primary iron nec	1					
Subtotal primary non-ferrous metal products	1					
6490 fab. metal products	1					
Subtotal primary wood products	1					
6540 primary wood prod.	1					
Total food and kind products	12					
Subtotal fish	12					
6134 fish (not shellfish)	12					
6136 shellfish	0					
Subtotal vegetable products	0					
6654 vegetables & prod.	0					
Subtotal other agricultural products	3					
6811 meat, fresh, frozen	3					
6836 fish, prepared	0					
6858 fruit juices	1					
6885 alcoholic beverages	1					
6887 groceries	3					
6888 water & ice	0					
6889 food products nec	1					
Total all transport, machinery, and	33					
7110 machinery (not elec)	30	1	1	13	10	4
7120 electrical machinery	4			4		
7210 vehicles & parts	5			5		
7220 aircraft & parts	0					
7230 ships & boats	1			1		
7400 manufac. wood prod.	1			1		
7500 textile products	2			2		
7800 rubber & plastic pr.	1			1		
7800 manufac. prod. nec	3	0	0	3		0

WRANGELL NARROWS, AK

Section Included: Entire 24 mile long waterway. Controlling Depth: 28 feet in the anchorage basin and 24 feet in the authorized channel with exception of the area near Colorado Reef where a depth of 21.6 feet exists. Project Depth: 27 feet through Petersburg Bar; 26 feet in anchorage basin, vicinity of mile 14; all other, 24 feet. All depths refer to mslw.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	875	1990	828	1993	628	1996	544
1988	739	1991	714	1994	647		
1989	939	1992	718	1995	544		

Freight Traffic, 1988 (thousand short tons)

Commodity	Total	Coastwise		
		Receipts	Through	
			Upbound	Downbound
Total all commodities	138	138	138	138
Subtotal petroleum products	16	16	7	9
2211 gasoline	16	16	7	9
2230 distillate fuel oil	3	3	1	2
2260 lub. oil & greases	10	10	6	4
2430 asphalt, tar & pitch	1	1	1	0
2540 petroleum coke	0	0	0	0
2840 liquid natural gas	1	1	1	0
2990 petro. products nec	1	1	1	0

WRANGELL NARROWS, AK
Freight Traffic, 1996 - continued
(thousand short tons)

Commodity	Total	Coastwise		
		Receipts	Through Unbound	Downbound
Total chemicals and related products	200			
Subtotal fertilizers	1			
3110 nitrogenous fert.	1			
Subtotal other chemicals and related products	199			
3220 alcohols	1			
3282 pigments & paints	1			
3296 plastics	1			
3293 explosives	1			
3299 chem. products nec	195			
Total forest products, lumber, wood, chips	12			
Subtotal forest products, wood and chips	12			
4150 fuel wood	1			
4170 wood in the rough	1			
4180 lumber	1			
4190 forest products nec	9			
Subtotal pulp and waste paper	1			
4225 pulp & waste paper	1			
Subtotal soil, sand, gravel, rock and stone	1			
4339 soil & fill dirt	1			
Subtotal iron ore and scrap	1			
4420 iron & steel scrap	1			
Subtotal other non-metal. min.	1			
4800 non-metal. min. nec	1			
Total primary manufactured goods	23			
Subtotal paper products	2			
5190 paper products nec	2			
Subtotal lime, cement and glass	1			
5220 cement & concrete	1			
5240 glass & glass prod.	1			
5290 inec. mineral prod.	1			
Subtotal primary iron and steel products	1			
5370 iron pipe & tube	1			
Subtotal primary non-ferrous metal products	1			
5480 fab. metal products	1			
Subtotal primary wood products	1			
5540 primary wood prod.	1			
Total food and farm products	15			
Subtotal fish	1			
6136 shellfish	1			
Subtotal vegetable products	1			
6654 vegetables & prod.	1			
Subtotal processed grain and animal feed	1			
6781 hay & fodder	1			
Subtotal other agricultural products	11			
6811 meat, fresh, frozen	1			
6836 fish, prepared	1			
6858 fruit juices	1			
6885 alcoholic beverages	1			
6887 groceries	1			
6889 food products nec	7			
Total all-manufactured equipment, machinery, and products	4			
7110 machinery (not elec)	1			
7120 electrical machinery	1			
7210 vehicles & parts	1			
7230 ships & boats	1			
7400 manufac. wood prod.	1			
7500 textile products	1			
7600 rubber & plastic pr.	1			
7900 manufac. prod. nec	1			
Total waste and scrap nec	0			
8000 waste and scrap nec	0			
Ton-miles (x1000)	3,891	12	3,062	818

Commodity	Total	Inbound		Inland		Through	
		Unbound	Downbound	Unbound	Downbound	Unbound	Downbound
Total all commodities	3,891						
Total petroleum and petroleum products	588						
Subtotal petroleum products	588						
2211 gasoline	1						
2230 distillate fuel oil	1						
2260 lub. oil & greases	1						
2430 asphalt, tar & pitch	1						
2540 petroleum coke	1						
2540 liquid natural gas	1						
2900 petro. products nec	583						

WRANGELL NARROWS, AK
Freight Traffic, 1998 - continued
(thousand short tons)

Commodity	Total	Internal					
		Inbound		Outbound		Through	
		Unbound	Downbound	Unbound	Downbound	Unbound	Downbound
Total chemicals and related products	1						
Subtotal fertilizers	1	1					
3110 nitrogenous fert.	0	0					
3180 fert. & mixes nec	0	0					
Subtotal other chemicals and related products	3	1	0	0	0	0	0
3220 alcohols	0	0					
3275 inorg. elem., oxides, & halogen salts	0	0					
3282 pigments & paints	0	0					
3288 plastics	0	0					
3283 explosives	1	0					
3299 chem. products nec	1	0					
Total crude materials, fuels, and minerals	119						
Subtotal forest products, wood and chips	104	1				7	2
4160 fuel wood	0						
4170 wood in the rough	89						
4180 lumber	7	1					
4180 forest products nec	1						
Subtotal pulp and waste paper	8						
4225 pulp & waste paper	0						
Subtotal soil, sand, gravel, rock and stone	0						
4338 soil & fill dirt	0						
Subtotal iron ore and scrap	14						
4420 iron & steel scrap	14						
Subtotal other non-metal. min.	1						
4900 non-metal. min. nec	1						
Total primary manufactured goods	12						
Subtotal paper products	3	1					
5120 paper & paperboard	3						
5190 paper products nec	0						
Subtotal lime, cement and glass	8						
5220 cement & concrete	1						
5240 glass & glass prod.	1						
5290 misc. mineral prod.	6						
Subtotal primary iron and steel products	0						
5360 i/s bars & shapes	0						
5370 i/s pipe & tube	0						
5380 primary i/s nec	0						
Subtotal primary non-ferrous metal products	8						
5480 feb. metal products	8						
Subtotal primary wood products	0						
5540 primary wood prod.	0						
Total food and kindred products	64						
Subtotal fish	16						
6134 fish (not shellfish)	15						
6138 shellfish	1						
Subtotal vegetable products	9						
6854 vegetables & prod.	0						
Subtotal processed grain and animal feed	0						
6781 hay & fodder	0						
Subtotal other agricultural products	28						
6811 meat, fresh, frozen	0						
6836 fish, prepared	8						
6858 fruit juices	0						
6885 alcoholic beverages	2						
6887 groceries	11						
6888 water & ice	0						
6889 food products nec	7						
6899 farm products nec	0						
Total all miscellaneous equipment, machinery and products	41						
7110 machinery (not elec)	8						
7120 electrical machinery	2						
7210 vehicles & parts	8						
7220 aircraft & parts	0						
7230 ships & boats	0						
7400 manufac. wood prod.	6						
7500 textile products	1						
7800 rubber & plastic pr.	0						
7800 manufac. prod. nec	4						
Total waste and scrap nec	0						
8800 waste and scrap nec	0						
Ton-miles (x1000)	19,864	806	15	3	689	6,167	3,363
Tons All Traffic (x1000)	473						
Ton-miles All Traffic (x1000)	13,936						

JUNEAU HARBOR, AK

Section included: The northside of Gastineau Channel including Theadora Basin small boat harbor. The city dock facility has a 200 foot sea plane and medium draft dock and a 600 foot commercial dock with a 40 foot depth. Three area small harbors accommodate 2,700 small boats and have water depths of 12 & 14 feet.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	207	1990	157	1993	183	1996	200
1988	395	1991	179	1994	222	1997	222
1989	210	1992	163	1995	182		

Freight Traffic, 1988 (thousand short tons)

Commodity	Grand Total	Foreign		Domestic					
		Imports	Exports	Total	Concourse		Internal		Intra
					Receipts	Shipments	Inbound	Outbound	
						Unbound	Downbound	Unbound	
Total all commodities	453	104	298	243	2	4	49	51	1
Total petroleum and petroleum products	182	103	—	49	3	0	42	4	—
Subtotal crude petroleum	103	103	—	—	—	—	—	—	—
2100 crude petroleum	103	103	—	—	—	—	—	—	—
Subtotal petroleum products	49	—	—	49	3	0	42	4	—
2211 gasoline	14	—	—	14	0	0	14	1	—
2330 diesel # 2 oil	32	—	—	32	2	0	27	3	—
2360 kero oil & grease	0	—	—	0	0	0	0	0	—
2430 asphalt, tar & pitch	0	—	—	0	0	—	0	0	—
2540 petroleum coke	0	—	—	0	—	—	0	—	—
2640 liquid natural gas	2	—	—	2	0	—	1	—	—
2990 petro. products nec	0	—	—	0	0	—	0	0	—
Total chemicals and related products	1	—	—	1	1	—	0	0	—
Subtotal fertilizers	1	—	—	1	1	—	—	0	—
3110 nitrogenous fert.	1	—	—	1	1	—	—	0	—
Subtotal other chemicals and related products	2	—	—	2	2	—	0	—	—
3275 inorg. elem. oxides, & halogen salts	0	—	—	0	—	—	0	—	—
3282 pigments & paints	1	—	—	1	1	—	0	—	—
3293 explosives	0	—	—	0	—	—	0	—	—
3299 chem. products nec	1	—	—	1	1	—	—	—	—
Total crude materials, inerts except fuels	201	—	188	43	4	2	13	22	—
Subtotal forest products, wood and chips	172	—	168	13	4	0	5	4	—
4150 fuel wood	0	—	—	0	0	0	0	0	—
4170 wood in the rough	163	—	168	5	1	—	—	4	—
4189 lumber	7	—	—	7	3	0	5	0	—
4190 forest products nec	1	—	—	1	0	—	1	—	—
Subtotal pulp and waste paper	0	—	—	0	—	0	—	0	—
4225 pulp & waste paper	0	—	—	0	—	0	—	0	—
Subtotal soil, sand, gravel, rock and stone	7	—	—	7	0	—	0	7	—
4331 sand & gravel	7	—	—	7	0	—	—	7	—
4338 soil & fill dirt	0	—	—	0	0	—	0	0	—
Subtotal iron ore and scrap	22	—	—	22	4	2	5	11	—
4430 iron & steel scrap	22	—	—	22	4	2	5	11	—

JUNEAU HARBOR, AK
Freight Traffic, 1998 - continued
(thousand short tons)

Commodity	Grand Total	Foreign		Total	Domestic					
		Imports	Exports		Receipts	Coastwise		Intra		
						Inbound	Outbound		Upbound	Downbound
Total primary	22			22	7	0	7	0	0	0
Manufactured goods										
Subtotal paper products	2	—	—	2	1	0	0	0	0	—
5120 paper & paperboard	0	—	—	0	—	—	—	—	0	—
6180 paper products nec	2	—	—	2	1	0	0	0	0	—
Subtotal lime, cement and glass	9	—	—	9	1	0	5	3	—	—
6220 cement & concrete	2	—	—	2	0	—	0	0	2	—
6240 glass & glass prod.	0	—	—	0	—	0	—	—	—	—
6290 misc. mineral prod.	7	—	—	7	1	0	5	1	—	—
Subtotal primary iron and steel products	1	—	—	1	1	—	0	—	—	—
5370 lvs pipe & tube	1	—	—	1	1	—	—	—	0	—
6380 primary lvs nec	0	—	—	0	—	—	—	—	—	—
Subtotal primary non-ferrous metal products	11	—	—	11	4	0	2	5	—	—
5480 fab. metal products	11	—	—	11	4	0	2	5	—	—
Total food and farm products	18			18	0	0	10	3	1	—
Subtotal fish	1	—	—	1	—	—	—	1	—	—
6134 fish (not shellfish)	1	—	—	1	—	—	—	1	—	—
Subtotal processed grain and animal feed	0	—	—	0	0	0	0	—	—	—
6781 hay & fodder	0	—	—	0	0	0	0	—	—	—
Subtotal other agricultural products	17	—	—	17	0	0	10	3	—	—
6835 fish, prepared	0	—	—	0	—	—	—	0	1	—
6885 alcoholic beverages	2	—	—	2	—	—	—	—	—	—
6887 groceries	9	—	—	9	2	0	6	0	—	—
6888 water & ice	0	—	—	0	—	—	—	—	—	—
9888 food products nec	8	—	—	8	2	0	3	1	—	—
6889 farm products nec	0	—	—	0	—	—	0	—	—	—
Total all manufactured equipment, machinery and products	40			40	3	4	6	4	—	—
7110 machinery (not elec)	14	—	—	14	3	0	6	4	—	—
7120 electrical machinery	1	0	—	1	0	0	1	0	—	—
7210 vehicles & parts	5	—	—	5	2	0	2	1	—	—
7220 aircraft & parts	0	—	—	0	—	—	0	0	—	—
7230 ships & boats	0	—	—	0	0	0	0	0	—	—
7400 manufac. wood prod.	8	0	—	8	3	0	5	0	—	—
7600 textile products	1	0	—	1	1	—	0	—	—	—
7800 rubber & plastic pr. prod. nec	0	—	—	0	0	0	0	0	—	—
7900 manufac. prod. nec	40	—	—	40	14	4	13	9	—	—
Total waste and scrap nec	1			1	—	0	—	0	—	1
8900 waste and scrap nec	1	—	—	1	—	0	—	—	—	1

SKAGWAY HARBOR, AK

Section included: Entire waterfront of Skagway Harbor. Controlling Depth: Main harbor, adequate. Depth alongside the White Pass and Yukon Railway Wharf, 19.9 feet; 10.9 feet in small boat basin; 42.5 feet at Pacific and Arctic Railway Navigation Company Ore Terminal; 20 feet at Alaska State Ferry Dock. Project Depth: Main harbor, 30 feet along southerly 700 feet of face of dock and 20 feet for the next 100 feet; small boat basin, 8 feet for federal portion, 12 feet maintained by local interests. All depths refer to low water.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	1,406	1990	1,376	1993	1,376	1994	1,376
1988	1,441	1991	1,290	1994	1,376	1995	1,376
1989	1,448	1992	1,348	1995	1,376	1995	1,376

Freight Traffic, 1996 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian	Domestic			
		Imports	Exports	Imports	Total	Coastwise Receipts	Internal Receipts	Shipments
Total all commodities	540	0	540	79	20	22	3	2
Total petroleum and petroleum products	93	0	0	79	14	14	0	0
Subtotal petroleum products	93	0	0	79	14	14	0	0
2211 gasoline	35	0	0	25	9	9	0	0
2221 kerosene	1	0	0	1	0	0	0	0
2330 distillate fuel oil	54	0	0	51	5	5	0	0
2380 lube oil & greases	0	0	0	0	0	0	0	0
2980 petro. products nec	0	0	0	0	0	0	0	0
Total chemicals and related products	1	0	0	0	1	1	0	0
Subtotal other chemicals and related products	1	0	0	0	1	1	0	0
3220 alcohols	0	0	0	0	0	0	0	0
3282 pigments & paints	0	0	0	0	0	0	0	0
3286 plastics	0	0	0	0	0	0	0	0
3299 chem. products nec	0	0	0	0	0	0	0	0
Total crude, sawlogs, lumber, forest products	540	0	540	0	0	0	0	0
Subtotal forest products, wood and chips	0	0	0	0	0	0	0	0
4189 lumber	0	0	0	0	0	0	0	0
Subtotal non-ferrous ores and scrap	540	0	540	0	0	0	0	0
4900 non-ferrous ores nec	540	0	540	0	0	0	0	0
Total primary manufactured goods	4	0	0	0	4	4	0	0
Subtotal paper products	9	0	0	0	9	9	0	0
5190 paper products nec	0	0	0	0	0	0	0	0
Subtotal lime, cement and glass	2	0	0	0	2	2	0	0
5230 cement & concrete	1	0	0	0	1	1	0	0
5290 misc. mineral prod.	0	0	0	0	0	0	0	0
Subtotal primary non-ferrous metal products	1	0	0	0	1	1	0	0
5490 fab. metal products	1	0	0	0	1	1	0	0
Total food and farm products	8	0	0	0	8	8	0	0
Subtotal vegetable products	9	0	0	0	9	9	0	0
9954 vegetables & prod.	0	0	0	0	0	0	0	0
Subtotal other agricultural products	8	0	0	0	8	8	0	0
9911 meat, fresh, frozen	4	0	0	0	4	4	0	0
9939 animal & prod. nec	0	0	0	0	0	0	0	0
9957 fruit & nuts nec	0	0	0	0	0	0	0	0
9958 alcoholic beverages	1	0	0	0	1	1	0	0
9957 groceries	0	0	0	0	0	0	0	0
9989 food products nec	1	0	0	0	1	1	0	0
Total all manufactured equipment, machinery and products	6	0	0	0	6	6	0	0
7110 machinery (not elec)	1	0	0	0	1	1	0	0
7120 electrical machinery	1	0	0	0	1	1	0	0
7210 vehicles & parts	0	0	0	0	0	0	0	0
7230 ships & boats	0	0	0	0	0	0	0	0
7400 manufac. wood prod.	0	0	0	0	0	0	0	0
7900 metal products	0	0	0	0	0	0	0	0
7900 rubber & plastic pr.	0	0	0	0	0	0	0	0
7900 manufac. prod. nec	4	0	0	0	4	4	0	0
Total unknown or not classified	0	0	0	0	0	0	0	0
8900 unknown or nec	0	0	0	0	0	0	0	0

VALDEZ HARBOR, AK

Section Included: Entire waterfront from Point of Land west of Ferry Terminal easterly to Alaska Hydrotrain Dock. Eastern part of Port Valdez from the Ferry Terminal on the north to the Trans-Alaska Pipeline Terminal on the south. Controlling Depth: 12 feet in the small basin. Project Depth: 12 feet, except 20 feet at Ferry Terminal, 50 feet off the City Dock, 75 feet off the Valdez Dock, and 0.0 at Sorrag & Alaska Hydrotrain Facilities. All depths refer to mslw.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	108,387	1990	85,953	1993	85,722	1996	77,518
1988	107,145	1991	86,518	1994	85,088		
1989	85,438	1992	83,737	1995	80,955		

Freight Traffic, 1986 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian		Domestic		
		Imports	Exports	Imports	Exports	Total	Receipts	Shipments
Total, all commodities	77,518	16	2,835	32	96	74,652	43	74,652
Total petroleum and petroleum products	76,571	16	1,920	12	—	74,652	28	74,652
Subtotal crude petroleum	76,571	—	1,920	—	—	74,652	—	74,652
2100 crude petroleum	76,571	—	1,920	—	—	74,652	—	74,652
Subtotal petroleum products	430	16	111	12	—	291	28	284
2211 gasoline	213	—	—	5	—	208	1	207
2221 kerosene	13	13	—	1	—	—	—	—
2330 diesel fuel oil	81	4	—	6	—	81	27	54
2340 residual fuel oil	112	—	111	—	—	1	—	1
2890 petro. products nec	1	—	—	—	—	1	—	1
Total chemicals and related products	1	—	—	—	—	1	1	0
Subtotal other chemicals and related products	1	—	—	—	—	1	1	0
3293 explosives	1	—	—	—	—	1	1	0
Total forest products, except fuel	96	—	—	—	96	—	—	—
Subtotal forest products, wood and chips	96	—	—	—	96	—	—	—
4170 wood in the rough	96	—	—	—	96	—	—	—
Subtotal iron ore and scrap	3	—	—	—	—	3	—	3
4430 iron & steel scrap	3	—	—	—	—	3	—	3
Total primary non-ferrous metal products	0	—	—	—	—	0	0	0
Subtotal primary iron and steel products	0	—	—	—	—	0	0	—
6380 primary iron nec	0	—	—	—	—	0	0	—
Subtotal primary non-ferrous metal products	0	—	—	—	—	0	0	0
6480 fab. metal products	0	—	—	—	—	0	0	0
Total all manufactured equipment, machinery, and products	14	—	—	—	—	14	14	0
7800 manufac. prod. nec	14	—	—	—	—	14	14	0

SEWARD HARBOR, AK

Section Included: Alaska Railroad Dock, the Seward Boat Basin including the Ship Dock, and the Dry Bulk Terminal. Controlling Depth: 35 feet below mslw at the Railroad Dock; 15 feet in the 200 foot entrance channel to the boat basin, and at the City Dock; 12.5 feet in the boat mooring area. The Dry Bulk Terminal has controlling depth of 50 feet mslw.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	840	1990	848	1993	862	1996	877
1988	820	1991	1,181	1994	851		
1989	708	1992	885	1995	828		

Freight Traffic, 1986 (thousand short tons)

Commodity	Grand Total	Foreign Exports	Domestic	
			Total	Receipts Shipments
Total, all commodities	877	664	213	15
Total coal	877	877	—	—
1100 coal lignite	877	877	—	—

SEWARD HARBOR, AK
Freight Traffic, 1985 - continued
(thousand short tons)

Commodity	Grand Total	Foreign	Domestic		
		Exports	Total	Imports	Shipments
Total petroleum and petroleum products					
Subtotal petroleum products					
2960 petro. products nec	0	0	0	0	0
Total chemicals and related products					
Subtotal fertilizers					
3110 nitrogenous fert.	38	0	38	0	0
Subtotal other chemicals and related products					
3260 explosives	0	0	0	0	0
3267 chemical solvents	0	0	0	0	0
Total crude minerals, asbestos, cement, glass					
Subtotal forest products, wood and chips					
4170 wood in the rough	18	0	18	0	0
4180 lumber	0	0	0	0	0
4190 forest products nec	0	0	0	0	0
Subtotal soil, sand, gravel, rock and stone					
4331 sand & gravel	0	0	0	0	0
4335 waterway improv. mat	0	0	0	0	0
Subtotal non-ferrous ores and scrap					
4990 non-ferrous ores nec	0	0	0	0	0
Total primary metal products					
Subtotal lime, cement and glass					
5220 cement & concrete	0	0	0	0	0
5290 misc. mineral prod.	0	0	0	0	0
Subtotal primary iron and steel products					
5370 I&S pipe & tube	0	0	0	0	0
5390 primary I&S nec	0	0	0	0	0
Subtotal primary non-ferrous metal products					
5480 sp. metal products	0	0	0	0	0
Subtotal primary wood products					
5540 primary wood prod.	0	0	0	0	0
Total food and farm products					
Subtotal fish					
6134 fish (not shellfish)	0	0	0	0	0
6136 shellfish	0	0	0	0	0
Subtotal other agricultural products					
6811 meat, fresh, frozen	0	0	0	0	0
6836 fish, prepared	0	0	0	0	0
Total machinery, equipment, machinery and products					
7110 machinery (not elec)	0	0	0	0	0
7210 vehicles & parts	0	0	0	0	0
7220 aircraft & parts	0	0	0	0	0
7230 ships & boats	0	0	0	0	0
7400 manufac. wood prod.	0	0	0	0	0
7900 manufac. prod. nec	0	0	0	0	0
Total unknown or not ascertainable character					
9900 unknown or nec	0	0	0	0	0

HOMER, AK

Section included: The northside of Kachemak Bay including the entire Homer Spit and small boat harbor. The commercial dock facility provides 300 feet of dock space with water depth ranging from 20 to 40 feet. The 750 boat small boat harbor has a depth ranging from 20 feet to 15 feet.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	48	1990	119	1993	472	1988	220
1988	68	1991	62	1994	377		
1989	243	1992	287	1995	501		

Freight Traffic, 1988 (thousand short tons)

Commodity	Grand Total	Foreign	Canadian		Domestic		
		Exports	Imports	Exports	Total	Imports	Shipments
Total petroleum and petroleum products							
Subtotal petroleum products							
2911 gasoline	1	0	0	0	1	0	0
2930 distillate fuel oil	28	0	0	0	28	0	0
2940 petroleum coke	0	0	0	0	0	0	0

HOMER,
 Freight Traffic, 1996 - continued
 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian		Domestic				
		Exports	Imports	Exports	Imports	Total	Receipts	Shipments	Receipts	Shipments
2840 liquid natural gas	1	—	1	—	—	0	—	0	0	0
Total chemicals and related products	30	30	—	—	—	—	—	—	—	—
Subtotal fertilizers	30	30	—	—	—	—	—	—	—	—
3110 nitrogenous fert.	0	0	—	—	0	—	—	—	—	0
Subtotal other chemicals and related products	0	—	—	—	0	—	—	—	—	0
3282 pigments & paints	0	0	—	—	—	—	—	—	—	—
3285 perfumes & cleaners	0	—	—	—	0	—	—	—	—	0
3286 plastics	0	—	—	—	0	—	—	—	—	0
3283 explosives	0	—	—	—	0	—	—	—	—	0
Total crude petroleum & products	288	288	0	30	8	0	7	0	0	0
Subtotal forest products, wood and chips	11	11	—	—	—	—	—	—	—	—
4180 fuel wood	200	200	—	—	7	—	7	0	0	0
4181 wood chips	81	36	—	39	—	—	—	—	—	—
4170 wood in the rough	0	—	0	—	0	0	0	—	—	0
4189 lumber	0	—	—	—	0	0	—	—	—	0
Subtotal soil, sand, gravel, rock and stone	0	—	—	—	0	0	—	—	—	0
4310 building stone	0	—	—	—	0	0	—	—	—	0
4331 sand & gravel	0	—	—	—	0	0	—	—	—	0
Total primary manufactured goods	41	41	—	—	0	—	—	—	—	0
Subtotal paper products	0	—	—	—	0	—	—	—	—	0
6180 paper products nec	1	—	1	—	0	0	0	—	—	0
Subtotal lime, cement and glass	1	—	1	—	0	—	—	—	—	0
6210 lime	0	—	—	—	0	—	—	—	—	—
6220 cement & concrete	0	—	—	—	0	0	—	—	—	—
6240 glass & glass prod.	0	—	—	—	0	0	0	—	—	0
6280 misc. mineral prod.	0	—	—	—	0	0	—	—	—	0
Subtotal primary iron and steel products	0	—	—	—	0	—	—	—	—	0
6380 iron bars & shapes	0	—	—	—	0	—	—	—	—	0
6370 iron pipe & tube	0	—	—	—	0	0	—	—	—	—
6380 primary iron nec	0	—	—	—	0	0	0	0	0	0
Subtotal primary non-ferrous metal products	0	—	—	—	0	0	0	0	0	0
6480 lead, metal products	0	—	—	—	0	—	—	—	—	—
Total food and farm products	49	49	—	—	0	—	—	—	—	0
Subtotal fish	37	37	—	—	0	—	—	—	—	0
6134 fish (not shellfish)	0	—	—	—	0	—	—	—	—	0
6138 shellfish	3	3	—	—	0	—	—	—	—	0
Subtotal processed grain and animal food prep.	0	—	—	—	0	—	—	—	—	0
6782 animal food prep.	1	1	—	—	—	—	—	—	—	—
Subtotal other agricultural products	1	1	—	—	—	—	—	—	—	—
6836 fish, prepared	1	1	—	—	—	—	—	—	—	—

HOMER, AK
Freight Traffic, 1986 - continued
(thousand short tons)

Commodity	Grand Total	Foreign		Canadian		Domestic				
		Exports	Imports	Exports	Imports	Total	Coastwise		Internal	
							Receipts	Shipments	Receipts	Shipments
Total all commodities	0	0	0	0	0	0	0	0	0	0
7110 machinery (not elec)	1	0	0	0	0	0	0	0	0	0
7120 electrical machinery	0	0	0	0	0	0	0	0	0	0
7210 vehicles & parts	0	0	0	0	0	0	0	0	0	0
7230 ships & boats	0	0	0	0	0	0	0	0	0	0
7400 manufac. wood prod.	0	0	0	0	0	0	0	0	0	0
7500 textile products	0	0	0	0	0	0	0	0	0	0
7800 rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0
7900 manufac. prod. nec	1	0	0	0	1	1	0	0	0	0
Total unknown or nec	0	0	0	0	0	0	0	0	0	0

ANCHORAGE, AK

Section included: Knik Arm from the Municipal Terminal on the north to and including terminal facilities on Ship Creek. Controlling Depth: 35 feet off the face of the City Dock; the approach channel north of Fire Island, to Point Woronzof, 28.5 feet. Project Depth: 35 feet. All depths refer to mhw.

Comprehensive Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	2,108	1990	1,708	1993	2,470	1988	2,481
1988	2,284	1991	2,308	1994	2,538		
1989	2,253	1992	2,840	1995	3,222		

Freight Traffic, 1986 (thousand short tons)

Commodity	Grand Total	Foreign		Total	Domestic		Internal Shipments
		Imports	Exports		Coastwise		
					Receipts	Shipments	
Total all commodities	3,408	258	258	3,408	2,888	520	11
Total petroleum and petroleum products	1,254	207	347	700	821	108	11
Subtotal petroleum products	1,254	207	347	700	821	108	11
2211 gasoline	688	0	10	588	486	84	0
2221 kerosene	207	0	0	0	0	0	0
2330 distillate fuel oil	145	0	41	104	13	91	0
2340 residual fuel oil	12	0	0	12	13	0	11
2380 lube oil & greases	13	0	0	13	13	0	0
2429 naphtha & solvents	308	0	298	13	0	15	0
Total minerals and mineral products	48	0	48	47	19	28	0
Subtotal fertilizers	48	0	48	1	0	0	0
3110 nitrogenous fert.	48	0	48	1	0	0	0
Subtotal other chemicals and related products	48	0	0	46	19	27	0
3210 other hydrocarbons	0	0	0	0	0	0	0
3220 alcohols	23	0	0	23	5	18	0
3230 carboxylic acids	0	0	0	0	0	0	0
3280 organic comp. nec	0	0	0	0	0	0	0
3274 sodium hydroxide	0	0	0	0	0	0	0
3275 inorg. elem. oxides & halogen salts	0	0	0	0	0	0	0
3282 pigments & paints	0	0	0	0	0	0	0
3285 perfumes & cleansers	0	0	0	0	0	0	0
3286 plastics	0	0	0	0	0	0	0
3287 chemical additives	0	0	0	0	0	0	0
3289 chem. products nec	28	0	0	28	14	9	0
Total forest products, timber except chips	444	0	363	44	44	0	0
Subtotal forest products, wood and chips	386	0	363	23	23	0	0
4170 wood in the rough	343	0	363	20	20	0	0
4180 lumber	20	0	0	0	0	0	0
4190 forest products nec	0	0	0	0	0	0	0
Subtotal soil, sand, gravel, rock and stone	0	0	0	0	0	0	0
4327 phosphate rock	0	0	0	0	0	0	0
4331 sand & gravel	0	0	0	0	0	0	0

ANCHORAGE, AK
Freight Traffic, 1986 - continued
(thousand short tons)

Commodity	Grand Total	Foreign		Total	Domestic		Internal Shipments
		Imports	Exports		Receipts	Shipments	
Subtotal iron ore and scrap	5						
4420 iron & steel scrap	5						
Subtotal non-ferrous ores and scrap	53						
4890 non-ferrous ores nec	53						
Subtotal other non-metal, min.	21						
4900 non-metal, min. nec	21						
Total primary manufactured goods	172	0	0	172	11	161	17
Subtotal paper products	11						
6190 paper products nec	11						
Subtotal lime, cement and glass	104						
5220 cement & concrete	84						
5240 glass & glass prod.	1						
5290 misc. mineral prod.	20						
Subtotal primary iron and steel products	1						
5370 iron pipe & tube	0						
5390 primary iron nec	0						
Subtotal primary non-ferrous metal products	44						
5421 copper	0						
5490 fer. metal products	44						
Subtotal primary wood products	11						
5540 primary wood prod.	11						
Total food and farm products	699	0	0	699	315	384	17
Subtotal fish	58						
6134 fish (not shellfish)	57						
6136 shellfish	2						
Subtotal vegetable products	66						
6653 vegetable oils	0						
6654 vegetables & prod.	66						
Subtotal processed grain and animal feed	200						
6747 grain mill products	200						
6782 animal feed, prep.	0						
Subtotal other agricultural products	915						
6811 meat, fresh, frozen	0						
6817 meat, prepared	0						
6836 fish, prepared	0						
6838 tallow, animal oils	0						
6839 animals & prod. nec	698						
6857 fruit & nuts nec	0						
6895 alcoholic beverages	0						
6897 groceries	345						
6899 food products nec	0						
6901 tobacco & products	0						
Total all manufacturing equipment, machinery, and products	435	0	0	435	279	156	10
7110 machinery (not elec)	4						
7120 electrical machinery	0						
7210 vehicles & parts	49						
7220 aircraft & parts	0						
7230 ships & boats	0						
7400 manufac. wood prod.	15						
7500 textile products	0						
7800 rubber & plastic pr.	0						
7900 manufac. prod. nec	365						
Total unknown or not otherwise classified	23	0	0	23	17	6	0
8000 unknown or nec	23	0	0	23	17	6	0

KODIAK HARBOR, AK

Section included: Channel 200 feet wide between Near Island and Kodiak Island to the King Crab, Inc. Dock in St. Paul Harbor including the boat basin. Controlling Depth: about 26 feet in the channel and 12 feet in the boat basin; 30 feet in St. Paul Harbor.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	417	1990	443	1993	625	1996	666
1988	327	1991	571	1994	666	1997	666
1989	216	1992	480	1995	666	1998	666

Freight Traffic, 1986 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian Exports	Domestic	
		Imports	Exports		Total	Canadian Shipments
Subtotal crude petroleum	103	103				
2100 crude petroleum	103	103				

KODIAK HARBOR, AK
 Freight Traffic, 1986 - continued
 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian	Domestic		
		Imports	Exports	Exports	Total	Coastwise	
						Receipts	Shipments
Subtotal petroleum products	72	—	0	20	32	42	10
2211 gasoline	61	—	—	20	41	37	4
2330 distillate fuel oil	11	—	—	—	11	5	6
2340 lube oil & greases	0	—	0	—	0	—	0
2840 liquid natural gas	0	—	—	—	0	—	0
Total chemicals and related products	14	—	1	—	1	—	1
Subtotal fertilizers	12	—	1	—	—	—	—
3120 phosphatic fert.	7	—	—	—	—	—	—
3180 fert. & misc. nec.	5	—	1	—	—	—	—
Subtotal other chemicals and related products	2	—	0	—	1	0	1
3278 metallic salts	0	—	0	—	—	—	—
3282 pigments & paints	0	—	0	—	—	—	—
3283 perfumes & cleansers	0	—	0	—	—	—	—
3288 plastics	0	—	0	—	—	—	—
3299 chem. products nec.	1	—	0	—	1	0	1
Total crude materials, inedible waste	49	—	3	—	3	3	0
Subtotal forest products, wood and chips	3	—	3	—	0	—	0
4170 wood l. the rough	3	—	3	—	—	—	—
4189 lumber	0	—	—	—	—	—	—
Subtotal soil, sand, gravel, rock and stone	82	—	—	—	82	82	—
4331 sand & gravel	33	—	—	—	33	33	—
4335 waterway improv. mat.	49	—	—	—	49	49	—
Subtotal non-ferrous ores and scrap	392	—	392	—	—	—	—
4890 non-ferrous ores nec.	392	—	392	—	—	—	—
Subtotal other non-metal. min.	0	—	—	—	0	0	—
4800 non-metal. min. nec.	0	—	—	—	0	0	—
Total primary manufactured goods	1	—	—	—	—	—	—
Subtotal paper products	0	—	—	—	—	—	—
6180 paper products nec.	0	—	—	—	—	—	—
Subtotal lime, cement and glass	0	—	—	—	—	—	—
6290 mic. mineral prod.	0	—	—	—	—	—	—
Subtotal primary iron and steel products	0	—	—	—	—	—	—
5320 iron primary forms	0	—	—	—	—	—	—
5370 iron pipe & tube	0	—	—	—	—	—	—
Subtotal primary non-ferrous metal products	0	—	—	—	—	—	—
5480 fab. metal products	0	—	—	—	—	—	—
Total food and kindred products	61	—	—	—	—	—	—
Subtotal fish	40	—	—	—	—	—	—
6134 fish (not shellfish)	40	—	—	—	—	—	—
6136 shellfish	0	—	—	—	—	—	—
Subtotal vegetable products	0	—	—	—	—	—	—
6633 vegetable oils	0	—	—	—	—	—	—
6644 vegetables & prod.	0	—	—	—	—	—	—
Subtotal processed grain and animal feed	1	—	—	—	—	—	—
6747 grain mill products	0	—	—	—	—	—	—
6781 hay & fodder	1	—	—	—	—	—	—
6782 animal feed, prep.	0	—	—	—	—	—	—
Subtotal other agricultural products	24	—	—	—	—	—	—
6811 meat, fresh, frozen	0	—	—	—	—	—	—
6836 fish, prepared	0	—	—	—	—	—	—
6839 animals & prod. nec.	23	—	—	—	—	—	—
6868 fruit juices	0	—	—	—	—	—	—
6899 food products nec.	0	—	—	—	—	—	—
Total all manufactured equipment, machinery and products	34	—	—	—	—	—	—
7110 machinery (not elec)	0	—	—	—	—	—	—
7120 electrical machinery	0	—	—	—	—	—	—
7210 vehicles & parts	0	—	—	—	—	—	—
7230 ships & boats	0	—	—	—	—	—	—
7400 manufac. wood prod.	0	—	—	—	—	—	—
7500 textile products	0	—	—	—	—	—	—
7800 rubber & plastic pr.	0	—	—	—	—	—	—
7900 manufac. prod. nec.	34	—	—	—	34	11	23
Total unknown or not elsewhere classified	1	—	—	—	—	—	—
9900 unknown or nec.	1	—	—	—	1	1	1

UNALASKA BAY AND ISLAND, AK

Section included: Entire harbor. Controlling Depth: 25 feet in entrance channel at mean lower low water. Project Depth: 25 feet at mean lower low water.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	358	1990	845	1993	1,035	1996	938
1988	398	1991	1,200	1994	821	1997	743
1989	735	1992	1,179	1995	743		

Freight Traffic, 1998 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian		Total	Domestic Commerce		Internal Inland
		Imports	Exports	Imports	Exports		Receipts	Shipments	
Total, all commodities	358	0	334	21	13	358	239	119	0
Total coal	87	0	87	0	0	87	0	0	0
1100 coal lignite	87	0	87	0	0	87	0	0	0
Total petroleum and petroleum products	245	0	0	13	232	245	162	83	0
Subtotal petroleum products	245	0	0	13	232	245	162	83	0
2211 gasoline	41	0	0	0	39	41	23	18	0
2221 kerosene	182	0	0	0	180	182	130	52	0
2330 distillate fuel oil	3	0	0	0	3	3	0	3	0
2340 residual fuel oil	0	0	0	0	0	0	0	0	0
2429 kero. oil & greases	0	0	0	0	0	0	0	0	0
2430 naphtha & solvents	0	0	0	0	0	0	0	0	0
2439 asphalt, tar & pitch	0	0	0	0	0	0	0	0	0
2640 petroleum coke	0	0	0	0	0	0	0	0	0
2840 liquid natural gas	0	0	0	0	0	0	0	0	0
2890 petro. products nec	0	0	0	0	0	0	0	0	0
Total chemicals and related products	44	0	0	0	44	44	0	44	0
Subtotal fertilizers	44	0	0	0	44	44	0	44	0
3110 nitrogenous fert.	22	0	0	0	22	22	0	22	0
3130 potassic fert.	11	0	0	0	11	11	0	11	0
Subtotal other chemicals and related products	11	0	0	0	11	11	0	11	0
3211 cyclic hydrocarbons	0	0	0	0	0	0	0	0	0
3219 other hydrocarbons	0	0	0	0	0	0	0	0	0
3220 alcohols	0	0	0	0	0	0	0	0	0
3240 nitrogen func. comp.	0	0	0	0	0	0	0	0	0
3250 organo-inorganic comp.	0	0	0	0	0	0	0	0	0
3250 organic comp. nec	0	0	0	0	0	0	0	0	0
3273 ammonia	0	0	0	0	0	0	0	0	0
3274 sodium hydroxide	0	0	0	0	0	0	0	0	0
3275 inorg. elem. oxides, & halogen salts	0	0	0	0	0	0	0	0	0
3276 metallic salts	0	0	0	0	0	0	0	0	0
3281 radioactive material	0	0	0	0	0	0	0	0	0
3282 pigments & paints	0	0	0	0	0	0	0	0	0
3283 coloring mat. nec	0	0	0	0	0	0	0	0	0
3284 medicines	0	0	0	0	0	0	0	0	0
3288 perfumes & cleaners	0	0	0	0	0	0	0	0	0
3289 plastics	0	0	0	0	0	0	0	0	0
3291 pesticides	0	0	0	0	0	0	0	0	0
3293 explosives	0	0	0	0	0	0	0	0	0
3298 chem. products nec	0	0	0	0	0	0	0	0	0
Total trade materials	42	0	0	0	42	42	0	42	0
Subtotal forest products, wood and chips	12	0	0	0	12	12	0	12	0
4161 wood chips	29	0	0	0	29	29	0	29	0
4170 wood in the rough	1	0	0	0	1	1	0	1	0
4189 lumber	0	0	0	0	0	0	0	0	0
4190 forest products nec	4	0	0	0	4	4	0	4	0
Subtotal soil, sand, gravel, rock and stone	4	0	0	0	4	4	0	4	0
4331 sand & gravel	8	0	0	0	8	8	0	8	0
Subtotal iron ore and scrap	8	0	0	0	8	8	0	8	0
4420 iron & steel scrap	8	0	0	0	8	8	0	8	0
Subtotal non-ferrous ores and scrap	0	0	0	0	0	0	0	0	0
4690 non-ferrous ores nec	0	0	0	0	0	0	0	0	0
Subtotal sulphur, clay and salt	0	0	0	0	0	0	0	0	0
4752 clay & refrac. mat.	1	0	0	0	1	1	0	1	0
Subtotal other non-metal. min.	1	0	0	0	1	1	0	1	0
4800 non-metal. min. nec	0	0	0	0	0	0	0	0	0
Total primary manufactured goods	20	0	0	0	20	20	0	20	0
Subtotal paper products	20	0	0	0	20	20	0	20	0
6110 newspaper	0	0	0	0	0	0	0	0	0
6120 paper & paperboard	0	0	0	0	0	0	0	0	0
6190 paper products nec	0	0	0	0	0	0	0	0	0

UNALASKA BAY AND ISLAND, AK
 Freight Traffic, 1996 - continued
 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian	Total	Domestic		Initial Intransit
		Imports	Exports	Imports		Receipts	Shipments	
Subtotal lime, cement and glass	6	0	-	6	0	0	0	1
6210 lime	1	1	-	1	1	-	-	1
6220 cement & concrete	5	1	-	5	1	-	-	1
6240 glass & glass prod.	0	0	-	0	0	-	-	0
6290 misc. mineral prod.	0	0	-	0	0	-	-	0
Subtotal primary iron and steel products	2000	1000	1000	1000	2000	1000	1000	2000
5330 iron plates & sheets	1000	1000	-	1000	1000	-	-	1000
5360 iron bars & shapes	1000	1000	-	1000	1000	-	-	1000
5370 iron pipe & tube	0	0	-	0	0	-	-	0
Subtotal primary non-ferrous metal products	1000	1000	-	1000	1000	-	-	1000
5421 copper	1000	1000	-	1000	1000	-	-	1000
5422 aluminum	0	0	-	0	0	-	-	0
5429 smelted prod. nec	0	0	-	0	0	-	-	0
5430 fab. metal products	0	0	-	0	0	-	-	0
Subtotal primary wood products	1000	1000	-	1000	1000	-	-	1000
5540 primary wood prod.	1000	1000	-	1000	1000	-	-	1000
Total food and farm products	2000	1000	1000	1000	2000	1000	1000	2000
Subtotal fish	200	0	200	0	200	0	0	200
6134 fish (not shellfish)	200	0	200	0	200	0	0	200
6136 shellfish	0	0	0	0	0	0	0	0
Subtotal vegetable products	1000	1000	0	0	1000	0	0	1000
6653 vegetable oils	1000	1000	0	0	1000	0	0	1000
6654 vegetables & prod.	0	0	0	0	0	0	0	0
Subtotal processed grain and animal feed	1000	1000	0	0	1000	0	0	1000
6747 grain mill products	1000	1000	0	0	1000	0	0	1000
6761 hay & fodder	0	0	0	0	0	0	0	0
6762 animal feed, prep.	0	0	0	0	0	0	0	0
Subtotal other agricultural products	1000	1000	0	0	1000	0	0	1000
6811 meat, fresh, frozen	1000	1000	0	0	1000	0	0	1000
6822 dairy products	0	0	0	0	0	0	0	0
6836 fish, prepared	0	0	0	0	0	0	0	0
6838 tallow, animal oils	0	0	0	0	0	0	0	0
6839 animals & prod. nec	0	0	0	0	0	0	0	0
6857 fruit & nuts nec	0	0	0	0	0	0	0	0
6868 fruit juices	0	0	0	0	0	0	0	0
6886 alcoholic beverages	0	0	0	0	0	0	0	0
6887 groceries	0	0	0	0	0	0	0	0
6888 food products nec	0	0	0	0	0	0	0	0
6891 tobacco & products	0	0	0	0	0	0	0	0
6893 cotton	0	0	0	0	0	0	0	0
6899 farm products nec	0	0	0	0	0	0	0	0
Total all manufactured equipment, machinery and products	1000	1000	0	0	1000	0	0	1000
7110 machinery (not elec)	1000	1000	0	0	1000	0	0	1000
7120 electrical machinery	0	0	0	0	0	0	0	0
7210 vehicles & parts	0	0	0	0	0	0	0	0
7220 aircraft & parts	0	0	0	0	0	0	0	0
7230 ships & boats	0	0	0	0	0	0	0	0
7400 manufc. wood prod.	0	0	0	0	0	0	0	0
7500 textile products	0	0	0	0	0	0	0	0
7600 rubber & plastic pr.	0	0	0	0	0	0	0	0
7900 manufc. prod. nec	0	0	0	0	0	0	0	0
Total unknown or not classified	0	0	0	0	0	0	0	0
9900 unknown or nec	0	0	0	0	0	0	0	0

COMMITTEE TAPE LOG

COMMITTEE: OIL & GAS DATE: 1-15-98 TIME: 10:00am

SUBJECT: REVIEW OF DUTCH HARBOR OIL SPILL OF NOV 1997

STATE POLICY OF OIL SPILLS CAUSED BY NON-CONTINGENT

MEMBERS: HODGINS, OGAN, ROKEBERG, RYAN, BUNDE, BRICE, KEMPLEN, REP. GREEN

SPEAKER	TAPE#	SIGNIFICANT INFORMATION
M.H.	001	Called mtg. to order at 10:00am
"	100	Overview of issue before cmte
"	200	Responder obligation
"	250	Responder left its members uncovered
"	300	Policies of state
DEC. KF Kurt Farnsworth	345	DEC RESPONSIBILITIES
K.F.	425	DEC - SPILL WEB PAGE
"	500	DESCRIPTION WEB PAGE
"	530	UNIFIED COMMAND
"	580	DEC - OBLIGATION OF DEPT.
"	660	RESPONSE CONTINGENCY PLANS
"	750	SUMMARY SPILLS DEC RESPONDS TO
"	850	DETAILS OF SPILLS
Tom Brice	940	DESCRIBE HAZARDOUS SUBSTANCES
KF	955	DESCRIPTION
"	1000	BUNKER FUELS
J.R.	1020	WHO NEEDS C-PLAN
K.F.	1035	DESCRIPTION
N.R.	1060	10,000 BARREL STORAGE - APPLIES TO RURAL VILLAGES?
"	1125	STATE PLAN - COMPARE TO OPEN 90 PERMITS.
K.F.	1145	MORE STRINGENT - EPA GOVERNS
"	1190	FOCUS OF SPILLS FROM UNREGULATED SOURCES
M.H.	1225	WHAT CONSIDERS A SPILL
K.F.	1230	ANY SPILL TO WATER MORE THAN 1 GALLON
"	1300	SPILL CATEGORIES

SPEAKER	TAPE #	SIGNIFICANT INFORMATION
K.F.	1335	SPILL FREQUENCY
"	1400	JUDGEMENT CALLS
"	1470	ASSESSMENT OF RISK
M.H.	1500	REQUEST FOR NUMBERS OF SPILLS RESPONDED TO
S.O.	1528	ALYASKA POLICY VS DEC POLICY
J.R.	1555	LIABILITY?
K.F.	1590	R.P. RESPONSIBLE
J.R.	1620	RELEASE OF LIABILITY
K.F.	1630	POLICY OF DEC IN LIABILITY
"	1680	RESPONSE COMMUNITY - ACTION CONTRACTORS
M.H.	1730	STAY FOR ADDITIONAL QUESTIONS
K.F.	1770	LOCAL COMMUNITY USUALLY INITIAL RESPONDERS
"	1870	RESPONSE FUNDS
M.H.	1925	USE OF 470 FUNDS FOR NON-PIPELINE SPILLS
K.F.	1950	470 FUNDS
M.H.	2000	AUDIT REQUEST FOR 470 FUND
J.R.	2025	INTENT OF 470 FUNDS
K.F.	2050	SUMMARY OF USES & AUTHORIZATION OF USE OF 470 FUNDS
REP. J.G. GREEN	2110	HISTORY OF 470 FUND
"	2135	STUDY BY DEC & PROMISE OF SITES
K.F.	2180	LOCAL PROGRAMS & EQUIPMENT SACHES
"	2230	BUDGET REQUEST FOR HAZ-MAT TEAMS
J.G.	2250	PROXIMITY OF CLOSEST EQUIP. CATCH TO KUROSHIMA
K.F.	2395	DUTCH HARBOR PUBLIC WORKS BUILT A DIKE TO PROTECT THE LAKE
"	2460	470 FUND REIMBURSED CITY
M.H.	51028 01	INFO ABOUT KUROSHIMA SPILL
Bill SCHNEIDERMAN B.S.	0045	BACKGROUND OF CHADUX CORP.
B.S.	0130	HISTORY OF CHADUX CORP.
"	0150	COMPLIANCE W/ OPEN 90
"	0220	DISCUSSION OF NON-MEMBER SPILLS

SPEAKER	TAPE #	SIGNIFICANT INFORMATION
B.S.	0255	CHADUX OBLIGATIONS & REAMTS.
"	0300	FUNDING OF RESPONSE
M.H.	0350	" " " QUESTION TO K.F.
K.F.	0355	NO SET POLICY
N.R.	0375	WHY CHADUX?
B.S.	0400	GEOGRAPHIC LOCATION
N.R.	0420	WHO CALLED CHADUX & AUTHORIZED MOBILIZATION
B.S.	0430	COAST GUARD & R.P. - NO CONTRACTS
"	0510	GOOD FAITH FOR FIRST FEW DAYS
"	0550	A LMI OBLIGATED BEFORE QUESTIONS CONTRACT SIGNED
B.S.	0635	CHADUX CONTRACT W/ R.P.
K.F.	0650	DEC. CONTRACTUAL MECHANISM
J.G.	0730	CRITICAL TIME FRAME OF A SPILL - NEED TO BE ^{PRE-} ACTIVE
B.S.	0800	CHADUX - MAKEUP OF CORP.
M.H.	0830	DEC COMM. COMPASS ARTICLE
B.S.	0900	CHADUX NOT A TURNKEY SPILL RESPONDER
"	0900	SPILL MANAGEMENT TEAM
"	1000	INCIDENT COMMANDER - STILL NO M.T. 4 DAYS LATER
M.H.	1125	DID THIS CHANGE/EXPECT RESPONSE
B.S.	1150	ONLY DID THINGS AUTHORIZED IN WRITING
"	1240	NECESSITIES TO MOBILIZE RESPONSE
S.C.	1260	WHO ARE THEY - AUTHORITY
B.S.	1270	NO ONE REALLY IN CONTROL OF JOB
"	1400	NEED FOR PRE-SPILL CONTRACTS W/ RESPONSE CORPS
"	1550	FAITH IN 970 FUND OR F80 FUND
N.R.	1625	DEC. EXPERIENCE W/ THIS TYPE PROBLEMS
K.F.	1635	RESPONSE FUND AVAILABILITY & ELIGIBILITY
J.G.	1800	DEC. POLICY IS IN ABSENCE OF C-PLAN
M.H.	1925	DEC. - POLICY CHANGE?
B.S.	1970	CHADUX - STUNNED BY COMPASS PEE

SPEAKER	TAPE #	SIGNIFICANT INFORMATION
B.S.	2110	OBLIGATION OF CHADUX ON KUROSHIMA SPILL
M.H.	2155	LEFT CHADUX MEMBERS EXPOSED
B.S.	2160	CONCLUSION - A LONG WAY TO GO FOR SPILL RESPONSE
T.B.	2415	NEED FOR THE R.P. TO ATTEND NEXT MTG.
M.H.	Tape 2 001	REQUEST FOR COAST GUARD TESTIMONY
R.T.	125	COAST GUARD RESPECTIVE
R.T.	200	THREATS OF SPILLS
"	250	VESSEL OBLIGATIONS
"	350	NACL CONTINGENCY PLAN & TRUST FUND
"	475	CHANGE OF THREATS & OPEN 90 PLAN
"	520	REQMT OF R.P. FOR RESPONDERS
"	570	VOID IN CURRENT PLAN - NO CONTRACTS
C.B.	660	IMMEDIATE RESPONSE EQUIPMENT & CONTRACT
R.T.	700	NO REQMT. FOR IN-PLACE CONTRACTS
M.H.	745	SUGGESTION TO CLOSE POLICY VOIDS?
J.R.	790	INSURE PAYMT. TO CHADUX FOR KUROSHIMA
R.T.	870	FED. PROCUREMENT IS LENGTHY PROCESS
J.R.	910	PAYMT. OF SUPPLEMENTALS NOT PAID BY R.P.
T.B.	960	FOREIGN VESSEL COMPLIANCE
T.B.	1050	SEIZURE OF VESSELS FOR UNPAID BILLS?
R.T.	1075	TAKEN CARE OF BY BONDS NOT SEIZURE
"	1145	O.C. SPILL LIABILITY TRUST FUND
J.G.	1170	REQUESTS FOR PAYMT. - MECHANISM
R.T.	1215	COORDINATION OF SPILL
"	1250	BASIC CROSSING AGREEMENTS B.D.A.'S
N.R.	1270	LIST OF BOAS, TONNAGES PER PORT, REIMBURSEMENT ORDER
"	1330	AUTHORITY; CHAIN OF COMMAND STATE VS FED'S.
R.T.	1350	VOID FOR RESPONSE FOR NON-E-PLAN CARRIERS
C.B.	1450	NEED TO IMPROVE SPILL RESPONSE FOR NON-COOR SPILLS
M.H.	1520 1520	NECESSARY MEETING ARRANGED AT 12300 UNTIL 16:00am JAN. 22

Mark Hylan

~~Chastin Murphy 276-3924~~
278-3330

From: Mark Hylan <cci@mailhost.alaska.net>
 To: Kent D Huey <kenhuey@alaska.net>
 Subject: DEMOGRAPHICS from Dutch Harbor
 Date: Monday, December 22, 1997 2:57 PM

NON LOCAL 76 Total

Caucasian	28	37%
Native	48	63%

TOTAL 76

LOCAL

African American	4	7%
Asian	10	18%
Caucasian	28	50%
Hispanic	7	13%
Native	4	7%
Other	2	4%

TOTALS

4	3%
10	8%
58	42%
7	6%
52	40%
2	2%

TOTAL 56

132

TOTALS

Raiibek
 Yukanna
 Bristol Bay
 Aleut

NATIVE

NON-NATIVE

TOTAL

TOTAL

3
 38
 7
 4

25
 3
 52

28
 41
 7
 56

52 39%

80 61% 132

ALASKA STATE LEGISLATURE



Session:

State Capitol
Juneau, Alaska 99801-1182
(907) 465-3779 - Phone
(907) 465-2833 - Fax

Interim:

145 Main St. Loop Suite 221
Kenai, Alaska 99611
(907) 283-7223 - Phone
(907) 283-3075 - Fax

REPRESENTATIVE MARK D. HODGINS
House District 9

House Special Committee on Oil & Gas

Mark Hodgins, Chairman

Agenda

1-15-97

Capitol, Rm. 124

January 15

Thursday

10:00AM

Review of Dutch Harbor Oil Spill, Nov. 1997

Kurt Fredrickson - Department of Environmental Conservation

Bill Schoephoester - Alaska Chadux

Governor Bill Sheffield - Alaska Railroad

Bob Berto - Northwest Cruise Ship Association

Linda Fried - Kodiak Island Borough (Regional Spill Response Plan)

Commander Dave Eley - U.S. Coast Guard

Totem Ocean Express

RCAC

Jim Carter - Kenai

Tim Robertson - Seldovia

COMMITTEE MEMBERS

**Representatives Con Bunde, Tom Brice, Allen Kemplen, Scott Ogan,
Norman Rokeberg, Joe Ryan**

Working together improves oil spill response

By MICHAEL BROWN

The seafood freighter *Kuroshima* went on the rocks near Dutch Harbor about 27 years after the Exxon Valdez spilled its cargo in Prince William Sound. It is very unfortunate that lives were lost in this accident, but the Coast Guard and local emergency personnel deserve our heartfelt thanks for their valiant rescue of the remaining crew.

As far as the oil spill, many of the scenes are the same — the hard and dirty work of beach cleanup, lightering off of a damaged ship, marshaling equipment and resources, and plenty of thorny problems to solve from logistics to wildlife assessments.

But response to spills in Alaska is different now, and much better, because of a lot of right decisions Alaskans have made since 1989. This current spill is much smaller, of course, but is requiring a response that is large enough to test

COMPASS

the improvements.

The Unified Command is a good example. In spill responses today, the state joins with the Coast Guard, the responsible company and local agencies, using an "incident command system" for quick, coordinated decision making. As in other spills in recent years, the Unified Command is working well in assessing the *Kuroshima* spill, preventing further damage and planning and executing the cleanup.

Of course, oil is not perfect; it never is during an oil spill. In the *Kuroshima*'s case, for example, the shipping company's main contractor initially had a problem with hiring subcontractors, and this could have interfered with the response. The Unified Command provided the

coordinated resources and joint authority to get a quick correction. Follow-up actions will let us assess this bump in the road and smooth it out for the future.

Also, through this system, other agencies with crucially important knowledge and resources have a place in the spill response organization. The City of Unalakleet, Oumakleet Corporation, National Oceanic and Atmospheric Administration, U.S. Fish and Wildlife Service, Alaska Department of Fish and Game, Alaska Department of Natural Resources and Division of Emergency Services are all working through the system to do their part in the *Kuroshima* spill response. Their involvement, plus a considerably greater spill response capacity in the private sector, really have grown a "response community" in Alaska that drifts together and works in a coordinated manner when a spill occurs.

This response network is being

bolstered by a build-up of local capabilities. The Alaska Department of Environmental Conservation has signed response agreements over the past few years with 15 communities. Others are in the works, including an agreement with Unalakleet. The agreements promote effective spill responses by allowing DEC to reimburse a community for its costs if its trained personnel respond to a spill at the state's request. The agreements not only stretch resources but also bring the knowledge, experience and dedication that local residents offer to spill emergencies in their own back yards.

The money also is there today. This is a key ingredient. We were able to move fast and confidently on the *Kuroshima* spill because we knew we had the financial resources through the "Response Fund." After the Exxon Valdez, a tax of pennies per barrel on North Slope crude was set up to fund the

Oil and Hazardous Spill Emergency Response Fund. It provides money for the state to tackle a spill immediately and directly. Costs to the state are reimbursed by the responsible party. On the federal side today there is the Oil Spill Liability Trust Fund that supports federal agency response.

Work is still needed on some issues. We need improved preparation for response to spills from ships like the *Kuroshima*, which are not subject to the same spill prevention and planning requirements as oil transport vessels. We must continue to reassess our capabilities and approaches. The best lesson learned through this incident, though, is that by working together we will steadily improve our response capabilities.

Michael Brown is the coordinator of the Alaska Department of Environmental Conservation.

Children's help appreciated

Eleven Anchorage children recently went on a field trip to Alaska CARES, Anchorage's child abuse evaluation center. The children had a mission: to help police detectives, trooper investigators and Division of Family and Youth Services social workers learn specialized interviewing skills for child abuse investigations. By practicing with the children, the adults made strides to becoming more comfortable and competent interviewers.

On behalf of Alaska CARES, DFYS, the Anchorage Police Department, the state troopers, the district attorney and Chugachmiut, I want to thank Emily, Lauren, Dashiell, Michael, Zachary, Eva, Kari, Jeremy, Eric, Grace and Andre for their great patience with the adults. Thanks also to their parents



CTRI empathized, they declined because it was a matter between us and the Department of the Interior.

In a nutshell, the position of the "Kenai 20" was absolutely unique and specific in that we were the only ones determined to be eligible for enrollment under ANCSA by the regional solicitor, but not placed on the rolls. Since the rolls closed without our enrollment, the Bureau of Indian Affairs informed us that it lacked the authority to alter the rolls. Hence, the need for us to take other action.

Members of the family pooled their resources and hired an attorney. Our attorney filed a lawsuit in 1987 on our behalf against the Bureau of Indian Affairs seeking our enrollment since with payment of back



PETRO MARINE SERVICES MEMORANDUM

DATE: 2 Jan 98
TO: Mark Hodgins (home fax 283-7863)
FROM: Bill Schoephoester
RE: MV Kuroshima spill issues

I have the following suggestions for stakeholders and issues for the Oil & Gas Committee Hearing scheduled 15 Jan 98.

Stakeholders:

- Spill response cooperatives
- ADEC
- US Coast Guard
- Cruise boat operators
- Totem Ocean Express
- Sealand

• AOGA members who fund the 470 account. The majors are:

- ARCO
- BP Exploration
- Exxon
- Unocal
- Marathon
- Phillips

Issues:

- Contracts
- Spill response management
 - Scope of management (see elements of response below)
 - Unified management of both public & private resources
- Funds to pay for the response
- Liability of responding organization
- Funds for maintaining response capability
- Elements of spill response:
 - Emergency response
 - Wildlife response
 - Lightering
 - Salvage
 - Long term cleanup and remediation.

This outline covers the issues that have been of greatest concern to me. There are many distractions related to these fundamentals, and it will be a challenging task to stay focused. Speaking personally, I will tell you that I believe the root cause for much of my frustration is that the spill response system we have was designed more for reprisal than it was to create an effective oil spill response capability. I have attached a commentary I submitted to the

Daily News in 1994 on this very point. It was published with some modifications. Although it deals with the insurance issue which was traumatic at the time, it also addresses the fundamental flaw in our approach which haunts us to this day -- the lack of focus in our response capabilities.

Thank you for the refreshing article published this morning in the Anchorage Daily News. It was nice to read some accurate statements about the response for a change.

I have faxed a copy of my recommendations to Jim Butler. I would be glad discuss them with both of you if you would like to get together for a conference call anytime.

Thanks again for you support. I look forward to working with you on these issues. There is much good work to be done, which if done successfully could be a monument to common sense in a triumph over ill will.

Copy: Jim Butler

PETRO MARINE SERVICES

Petroleum Marketing to the Marine Industry

July 11, 1994



The Oil Pollution Act of 1990 has created a monster

by W.B. Schoephoester, Manager of Planning and Projects;
Petro Marine Services

In the emotional aftermath of the *Exxon Valdez*, Congress has created a petroleum products transportation system with costly duplication and inefficient use of resources. It can best be compared to requiring the owner of every high rise building to manage its own fire-fighting capability and to guarantee it has the money to operate it.

We have approached the problem of oil spill response in the United States with more of an attitude of vengeance than correction. Sadly, this is typical of legislation drafted in anger rather than in quieter moments when judgement and good sense guide us.

In an overarching reaction to the 1989 *Exxon Valdez* spill, Congress passed the Oil Pollution Act of 1990 -- OPA 90 -- which

requires every tank vessel operating in the United States to have an approved spill response plan and a certificate of financial responsibility.

The intent is to insure that every tank vessel has the resources to clean up any oil it spills and will have the financial ability to do so. The effect, however, is the virtual exclusion of many foreign vessels. In the cutting words of one foreign critic, the result has amounted to the first successful blockading of any country by itself.

Although perhaps manageable for a vessel that operates regularly in U.S. waters, the plan is a tremendous burden for vessels calling only periodically on U.S. ports. Each plan must include great detail on such things as shipboard mitigation procedures, shore-based response activities for every geographic area, crew and response team training, and drill procedures.

The Certificate of Financial Responsibility must affirm the existence of financial resources, including an agreement to direct access. For all except the largest corporations these resources are insurance, most of which is Lloyds of London. That means the underwriter must agree to be sued in U.S. courts for damages by injured parties. None of these underwriters is willing to expose its assets directly to the vagaries of U.S. courts.

This is beyond the scope of insurance. Therefore, the U.S. Coast Guard is faced with an impossible situation of requiring a form of financial responsibility that is unavailable. The

PETRO MARINE SERVICES

alternative is also unacceptable -- to stop foreign tank vessels from trading in U.S. waters.

As I said earlier, what we have done is the same as requiring the owner of every high rise building to establish and maintain its own fire-fighting capability. Besides duplication of effort and inefficient use of resources, the solution shifts responsibility for responding to oil spills to the wrong hands. It is forced on organizations whose primary purpose and motive is the production, transportation and distribution of oil.

It would be much better if we had created either a public or private national spill response capability whose primary -- and only -- job was responding to spills. It could be supported with oil money and would be available for a fee to any vessel operating in U.S. waters.

The massive, complex, and draining enforcement burden would be relieved, quality of response would be greatly improved, and there would not be the current unnecessary restriction on free trade.

This logical approach to the problem of oil spill response would be a great improvement over the monster we have created. Vengeance has led us to a solution more disruptive than the problem.

PETRO MARINE SERVICES

Petroleum Marketing to the Marine Industry

FACSIMILE TRANSMITTAL



ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Spill Prevention and Response
410 Willoughby Avenue, Suite 105
Juneau, AK 99801-1795

PHONE: (907)465-5250
FAX: (907)465-5262

TO: Representative Mark Hodgins

FAX NO.: 283-3075

FROM: Kurt Fredriksson

NUMBER OF PAGES (INCL. COVER SHEET): 4

COMMENTS: Attached are industry contacts,
summary of vessels and facility C-plan requirements,
and Primary Response Action Contractors
registered with DEC.

CRUISE SHIP INDUSTRY CONTACTS

Al Parrish
VP Government and Community Relations
Holland America Line - Westours Inc.
510 L. Street, Suite 400
Anchorage, AK 99501
907-272-9429

Bob Berto
President
Cruise Line Agencies of Alaska
P.O. Box 8080
Ketchikan, AK 99901
907-225-5012

Capt. John Cox
President
North West CruiseShip Association
306 W. Republican Street, Suite 201
Seattle, WA 98119
206-283-4447

ELECTRICAL CO-OPS

David Hutchens
Alaska Rural Electric Co-op. Association
703 West Tudor Road, Suite 200
Anchorage, AK 99503
907-561-6103

FINANCIAL RESPONSIBILITY INSURERS

Douglas R. Davis
Keesal, Young & Logan
1029 West 3rd Avenue, Suite 650
Anchorage, AK 99501
907-279-9696

Michael Woodell
Keesal, Young & Logan
1029 West 3rd Avenue, Suite 650
Anchorage, AK 99501
907-279-9696

Chuck Cohen
Cohen and Associates
526 Main Street
Juneau, AK 99801
907-586-9025

Facility and Vessel Contingency Plan Requirements

1. The owner or operator of the following vessels or facilities must hold an oil discharge prevention and contingency plan approved by the Alaska Department of Environmental Conservation (AS 46.04.030).
 - **oil tank vessels and barges which carry oil as cargo in bulk, regardless of volume;**
 - **crude oil transmission pipelines;**
 - **onshore or offshore oil and gas exploration and production facilities;**
 - **oil terminal or storage facilities which store:**
 - a) **over 5,000 barrels (210,000 gallons) of crude oil; or**
 - b) **over 10,000 barrels (420,000 gallons) of non-crude (refined) oil; and**

The following operations are specifically exempt from the requirements of AS 46.04.030 and 18 AAC 75:

- **facilities and vessels engaged solely in the exploration, production, storage, or transfer of liquefied natural gas or liquefied petroleum gas;**
 - **fish processors and tenders engaged solely in ship-to-ship transfers of oil, if their effective cargo capacity is less than 10,000 barrels of non-crude oil. Any vessel engaged in ship-to-shore oil transfers including a fishing vessel, is subject to these requirements; and**
 - **facilities and vessels engaged solely in the exploration, production, storage, or transfer of substances not derived from petroleum or its by-products, such as vegetable oil and methanol.**
2. The following operations are not regulated by the state and do not require contingency plans:
 - **railroad carrying any type of cargo**
 - **tank trucks carrying any type of cargo**
 - **Cruise ships and vessel ferries**
 - **fishing vessels and processors**
 - **Nonpetroleum transportation tank or barge vessels (dry cargo, chemical, etc.)**
 - **Small rural electric facilities**
 - **Small rural fuel storage operations .**

RACNAME.XLS

Contractor Name	Name	Address	City	State	Zip	Telephone	Facsimile	contact name, first	contact name, last	Mr/Mrs
Ahtna Construction & Primary Products Corp	Ahtna	P.O. Box 649	Glenallen	AK	99586	(907) 822-3561	(907) 822-6437	Nicholas	Jackson	Mr.
Alaska Chadux Corporation	Chadux	4399 B Street, Suite 607	Anchorage	AK	99503	(907) 762-3348	(907) 762-3330	Scott	McEwen	Mr.
Alaska Clean Seas	ACS	Pouch 340022	Prudhoe Bay	AK	99734-0022	(907) 659-2405	(907) 659-2616	Bruce	Metcalf	Mr.
Alyaska Pipeline Service Company	Alyaska	P.O. Box 109	Valdez	AK	99806	(907) 835-6901	(907) 835-6944	T.F.	Plummer	Capt.
ARCO Marine Spill Response Company	ARCO	P.O. Box 22817	Long Beach	CA	90801-4617	(310) 590-4521	(310) 963-3313	Kim	Estes	Mr.
Bethel Environmental Protection Company	BEPCO	P.O. Box 678248	Chugiak	AK	99567	(907) 896-3511	(907) 896-2752	Ralph	Doyle	Mr.
BP Oil Shipping Company, USA	B.P. Shipping	200 Public Square	Cleveland	OH	44114-2375	(216) 589-4197	(216) 589-4557	Glenn	Kalka	Mr.
Clean Pacific	CP	445 Edwards Avenue	Caherton	NY	11833	(516) 369-8844	(516) 389-8655	John	Johnson	Mr.
Clearwater Environmental, Inc.	Clearwater	1789 Abbot Road	Anchorage	AK	99507	(907) 522-3638	(907) 522-4228	Edward	Cronick	Mr.
Cook Inlet Spill Prevention A Response Inc.	CISPRI	P.O. Box 7314	Niiskidi	AK	99835	(907) 776-5129	(907) 776-2190	Doug	Lenbach	Mr.
Crowley Marine Services, Inc.	Crowley	P.O. Box 166	Valdez	AK	99806	(907) 835-8895	(907) 835-2258	Chris	Sewin	Mr.
ECM/Hudson Maritime Services, LLC	ECM/Hudson	54 Danbury Road	Wilton	CT	06897	(203) 761-8830	(203) 761-6007	Per	Christensen	Mr.
Emergency Response Strike Team, Inc.	ERST	376 South Valencia Avenue	Brea	CA	92623	(714) 577-2109	(714) 577-2118	K.T.	Perkins	Mr.
Exxon Company, USA	Exxon	P.O. Box 2180, EB 4221	Houston	TX	77252-2180	(713) 856-9590	(713) 856-6504	B.D.	Winn	Mr.
Forty-Niner Remediation & Oil Spill Group	FROG	P.O. Box 112608	Anchorage	AK	99511	(907) 344-8623	(907) 622-8623	Carl	Ivvy	Mr.
Hartec Management Consultants, Inc.	Hartec	8240 Sandlewood Place, Suite 101	Anchorage	AK	99507	(907) 522-3031	(907) 522-3494	Carol	Hartley	Mrs.
Inland Petro Service, Inc.	Inland	3890 Bradlock Street	Fairbanks	AK	99701	(907) 451-1905	(907) 451-1906	Jim	Hill	Mr.
Raven Contractors, Inc.	Raven	P.O. Box 499	Kenai	AK	99611	(907) 263-2862	(907) 263-5081	Steve	Cropano	Mr.
Smith Technology Corporation	Smith	P.O. Box 5007	Portland	OR	97208-5007	(503) 286-4656	(503) 249-2263	Pat	Turina	Mr.
Southeast Alaska Petroleum Resource Organization	SEAPRO	548 Water Street, Suite 202	Ketchikan	AK	99901	(907) 225-7002	(907) 247-1117	James	Aunicelli	Mr.
TCC, a joint venture	TCC	P.O. Box 1643	Valdez	AK	99806	(907) 835-8844	(907) 835-8842	Gerald	McDonald	Mr.
Tidewater Marine Alaska, Inc.	Tidewater	P.O. Box 3169	Valdez	AK	99806	(907) 835-3837	(907) 835-5532	Paul	Gasser	Mr.
Unitech Environmental USA	Unitech	P.O. Box 240167	Anchorage	AK	99524	(907) 349-6142	(907) 349-2733	David	Seay	Mr.