

ALASKA LEGISLATURE SPECIAL COMMITTEE / SUBJECT FILES 8672

2471 SCOMM 104: HOUSE SPEC. COMM. OIL & GAS, 1997-98

- 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

Public Affairs Officer

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?***

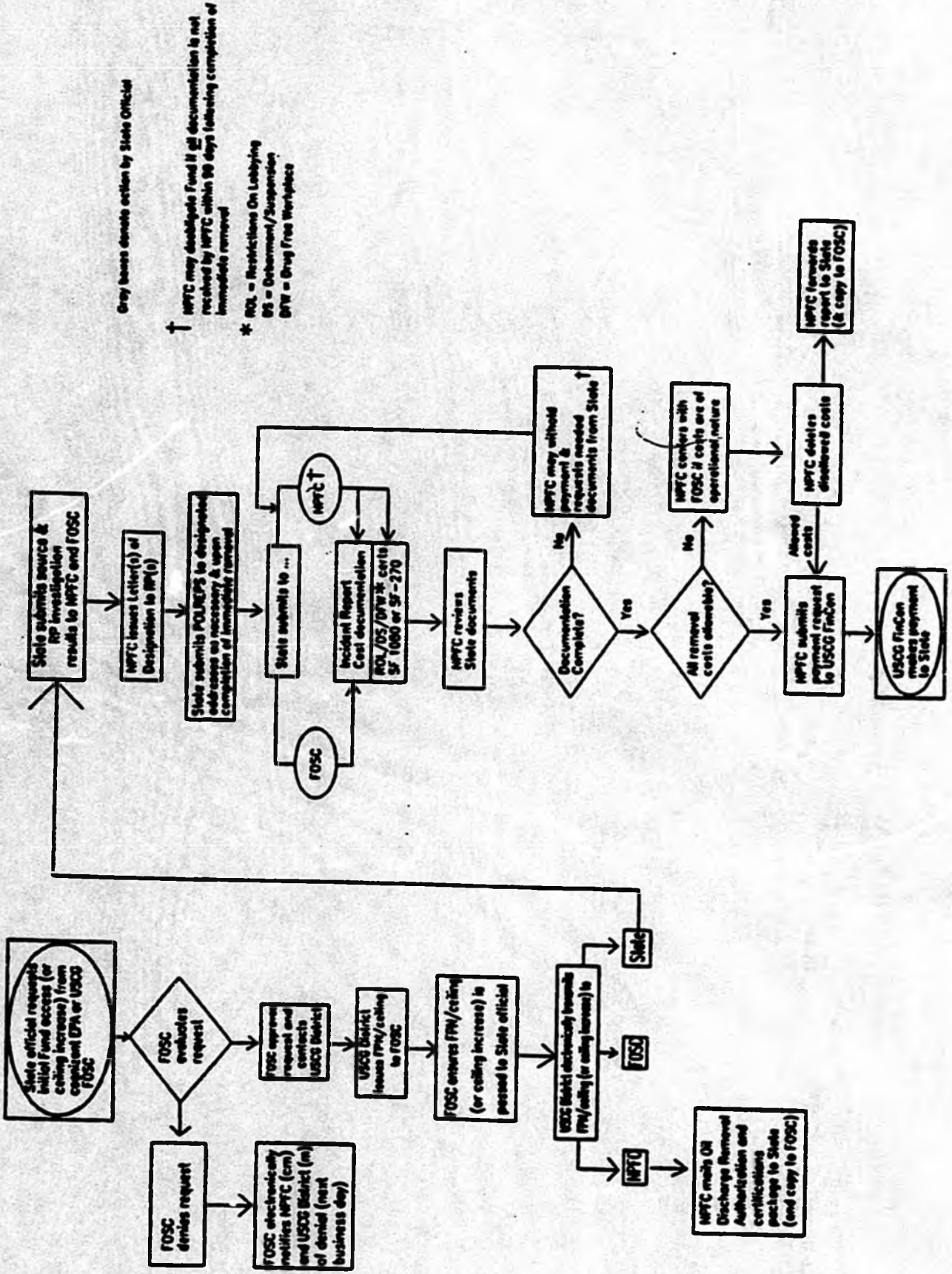
List of current BOA's:

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  
 OS = Detachment/Suspension  
 DTW = Drug Free Workplace

Figure 1

ORIGINAL

This and Draft of Vessels, 1996  
(draft in bold)

Draft	Self-Propelled Vessels			Non-Self-Propelled Vessels			Total	Self-Propelled Vessels			Non-Self-Propelled Vessels		
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker		Dry Cargo	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
<b>KETCHIKAN HARBOR, AK</b>													
Grand Total	532	248	-	64	208	18	637	248	-	62	208	19	
<b>FOREIGN</b>													
Total	8	8	-	-	-	-	8	5	2	-	-	-	-
24	2	2	-	-	-	-	1	1	-	-	-	-	-
23	-	-	-	-	-	-	-	-	-	-	-	-	-
22	2	2	-	-	-	-	2	-	-	-	-	-	-
21	1	1	-	-	-	-	1	-	-	-	-	-	-
19	1	1	-	-	-	-	1	-	-	-	-	-	-
<b>DOMESTIC</b>													
Total	528	240	-	64	208	18	630	240	-	62	208	19	
13	231	231	-	18	-	-	231	231	-	16	5	-	-
12	16	-	-	-	-	-	16	-	-	50	4	-	-
11	-	-	-	-	-	-	-	-	-	4	-	-	-
10	34	-	-	30	-	-	34	-	-	8	-	-	-
9	7	-	-	7	-	-	7	-	-	7	-	-	-
8	7	8	-	-	3	-	8	2	-	5	-	-	-
7	2	-	-	-	-	-	2	-	-	14	-	-	-
6	20	-	-	-	-	-	20	-	-	14	-	-	-
5	11	-	-	-	-	-	11	-	-	109	-	-	-
4	11	-	-	-	-	-	11	-	-	11	-	-	-
3	147	-	-	-	147	-	147	-	-	89	-	-	-
<b>DOMESTIC</b>													
Total	528	240	-	64	208	18	630	240	-	62	208	19	
13	231	231	-	18	-	-	231	231	-	16	5	-	-
12	16	-	-	-	-	-	16	-	-	50	4	-	-
11	-	-	-	-	-	-	-	-	-	4	-	-	-
10	34	-	-	30	-	-	34	-	-	8	-	-	-
9	7	-	-	7	-	-	7	-	-	7	-	-	-
8	7	8	-	-	3	-	8	2	-	5	-	-	-
7	2	-	-	-	-	-	2	-	-	14	-	-	-
6	20	-	-	-	-	-	20	-	-	14	-	-	-
5	11	-	-	-	-	-	11	-	-	109	-	-	-
4	11	-	-	-	-	-	11	-	-	11	-	-	-
3	147	-	-	-	147	-	147	-	-	89	-	-	-
<b>DOMESTIC</b>													
Total	528	240	-	64	208	18	630	240	-	62	208	19	
13	231	231	-	18	-	-	231	231	-	16	5	-	-
12	16	-	-	-	-	-	16	-	-	50	4	-	-
11	-	-	-	-	-	-	-	-	-	4	-	-	-
10	34	-	-	30	-	-	34	-	-	8	-	-	-
9	7	-	-	7	-	-	7	-	-	7	-	-	-
8	7	8	-	-	3	-	8	2	-	5	-	-	-
7	2	-	-	-	-	-	2	-	-	14	-	-	-
6	20	-	-	-	-	-	20	-	-	14	-	-	-
5	11	-	-	-	-	-	11	-	-	109	-	-	-
4	11	-	-	-	-	-	11	-	-	11	-	-	-
3	147	-	-	-	147	-	147	-	-	89	-	-	-

Draft	Self-Propelled Vessels			Non-Self-Propelled Vessels			Total	Self-Propelled Vessels			Non-Self-Propelled Vessels		
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker		Dry Cargo	Pass & Dry Cargo	Tanker	Tow or Tug	Dry Cargo	Tanker
<b>KETCHIKAN HARBOR, AK</b>													
Grand Total	3,993	2,098	12	958	789	141	3,790	1,891	12	962	773	182	
<b>FOREIGN</b>													
Total	1,005	878	-	64	61	2	801	743	-	88	61	1	
17	-	-	-	-	-	-	-	-	-	-	-	-	-
16	3	3	-	-	-	-	3	-	-	-	-	-	-
15	19	18	-	-	-	-	19	18	-	-	-	-	-
14	8	8	-	-	-	-	8	8	-	-	-	-	-
13	25	24	-	-	-	-	25	24	-	-	-	-	-
12	8	8	-	-	-	-	8	8	-	-	-	-	-
11	10	10	-	-	-	-	10	10	-	-	-	-	-
10	24	21	-	-	-	-	24	21	-	-	-	-	-
9	24	18	-	-	-	-	24	18	-	-	-	-	-
8	35	35	-	-	-	-	35	35	-	-	-	-	-
7	62	63	-	-	-	-	62	63	-	-	-	-	-
6	62	63	-	-	-	-	62	63	-	-	-	-	-
5	49	49	-	-	-	-	49	49	-	-	-	-	-
4	51	51	-	-	-	-	51	51	-	-	-	-	-
3	40	40	-	-	-	-	40	40	-	-	-	-	-
2	17	17	-	-	-	-	17	17	-	-	-	-	-
1	6	6	-	-	-	-	6	6	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-	-	-	-	25	25	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	23	23	-	-	-	-	23	23	-	-	-	-	-
0	17	17	-	-	-	-	17	17	-	-	-	-	-
0	8	8	-	-	-	-	8	8	-	-	-	-	-
0	25	25	-										

Tips and Drafts of Vessels, 1998  
(draft in hand)

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

KETCHIKAN HARBOR, AK - continued

Inbound

Outbound

13	666	660	—	15	672	1	666	660	—	14	643	2
5 12	1,892	161	—	701	—	126	1,676	161	—	738	—	144
Total trips:												7,713

WRANGELL HARBOR, AK

Upbound

Downbound

Grand Total	2,191	1,163	—	611	444	83	1,939	742	—	612	491	86
FOREIGN	—	—	—	—	—	—	—	—	—	—	—	—
Total 5 12	2	2	—	—	—	—	2	2	—	—	—	—

DOMESTIC

Total	2,189	1,161	—	611	444	83	1,937	740	—	612	491	86
17	34	—	—	34	—	—	28	1	—	22	—	2
16	946	874	—	70	2	—	824	442	—	81	1	—
15	65	74	—	23	41	—	80	76	—	37	63	—
14	108	74	—	52	—	2	174	—	—	38	2	—
13	1,016	202	—	332	401	81	1,072	223	—	333	433	83
5 12	—	—	—	—	—	—	—	—	—	Total trips:	4,001	—

JUNEAU HARBOR, AK

Upbound

Downbound

Grand Total	4,283	3,287	—	699	390	47	3,938	3,082	1	348	393	49
FOREIGN	—	—	—	—	—	—	—	—	—	—	—	—
Total	392	392	—	—	—	—	391	396	1	2	2	—
24	278	278	—	—	—	—	290	296	—	—	—	—
23	32	32	—	—	—	—	34	37	—	—	—	—
22	18	18	—	—	—	—	17	16	—	—	—	—
21	16	16	—	—	—	—	16	16	—	—	—	—
20	14	14	—	—	—	—	16	16	—	—	—	—
19	10	10	—	—	—	—	9	9	—	—	—	—
18	13	13	—	—	—	—	4	4	—	—	—	—
17	3	3	—	—	—	—	4	4	—	—	—	—
16	4	4	—	—	—	—	4	4	—	—	—	—
15	—	—	—	—	—	—	—	—	—	—	—	—
14	—	—	—	—	—	—	—	—	—	—	—	—
13	—	—	—	—	—	—	—	—	—	—	—	—
12	—	—	—	—	—	—	—	—	—	—	—	—
11	—	—	—	—	—	—	—	—	—	—	—	—
10	—	—	—	—	—	—	—	—	—	—	—	—
9	—	—	—	—	—	—	—	—	—	—	—	—
8	—	—	—	—	—	—	—	—	—	—	—	—
7	—	—	—	—	—	—	—	—	—	—	—	—
6	—	—	—	—	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—	—	—	—	—
4	—	—	—	—	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—	—
Total	3,891	2,895	—	699	390	47	3,497	2,896	—	348	396	49

DOMESTIC

Total	3,891	2,895	—	699	390	47	3,497	2,896	—	348	396	49
20	37	—	—	37	—	—	32	—	—	31	—	—
19	525	496	—	51	—	—	525	496	—	87	—	—
18	91	106	—	67	44	—	91	106	—	49	—	—
17	104	—	—	7	—	—	104	—	—	8	—	—
16	33	37	—	17	10	—	33	37	—	20	—	—
15	55	—	—	19	—	—	55	—	—	18	—	—
14	78	—	—	8	—	—	78	—	—	8	—	—
13	39	—	—	5	—	—	39	—	—	9	—	—
12	41	—	—	11	—	—	41	—	—	10	—	—
11	22	—	—	1	—	—	22	—	—	10	—	—
10	78	—	—	8	—	—	78	—	—	9	—	—
9	39	—	—	5	—	—	39	—	—	9	—	—
8	41	—	—	11	—	—	41	—	—	10	—	—
7	22	—	—	1	—	—	22	—	—	9	—	—
6	78	—	—	8	—	—	78	—	—	9	—	—
5	39	—	—	5	—	—	39	—	—	9	—	—
4	41	—	—	11	—	—	41	—	—	10	—	—
3	22	—	—	1	—	—	22	—	—	9	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—	—
Total	2,008	1,572	—	290	123	13	2,011	1,572	—	21	—	—
5 12	32	—	—	—	—	—	32	—	—	—	—	—
4	—	—	—	—	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
1	—	—	—	—	—	—	—	—	—	—	—	—
Total trips:	2,008	1,572	—	290	123	13	2,011	1,572	—	21	—	—

Tide and Draft of Vessels, 1988  
(cont'd in file)

Draft	Self-Propelled Vessels				Non-Self-Propelled Vessels							
	Total	Pass & Dry Cargo	Tanker	Tow or Tug	Total	Pass & Dry Cargo	Tanker	Tow or Tug				
<b>SKAGWAY HARBOR, AK</b>												
Grand Total	609	608	-	77	80	4	700	603	-	74	80	3
<b>FOREIGN</b>												
Total	308	298	-	21	20	1	308	288	-	20	20	-
35	-	-	-	-	-	-	1	1	-	-	-	-
34	2	2	-	-	-	-	2	2	-	-	-	-
30	-	1	-	-	-	-	4	4	-	-	-	-
29	-	-	-	-	-	-	5	5	-	-	-	-
28	3	3	-	-	-	-	6	6	-	-	-	-
27	64	64	-	-	-	-	71	71	-	-	-	-
26	27	27	-	-	-	-	32	32	-	-	-	-
25	25	25	-	-	-	-	27	27	-	-	-	-
24	24	24	-	-	-	-	34	34	-	-	-	-
23	22	22	-	-	-	-	10	10	-	-	-	-
22	18	18	-	-	-	-	8	8	-	-	-	-
21	19	19	-	-	-	-	10	10	-	-	-	-
20	19	19	-	-	-	-	4	4	-	-	-	-
19	17	17	-	-	-	-	1	1	-	-	-	-
18	21	21	-	-	-	-	4	4	-	-	-	-
17	4	4	-	-	-	-	1	1	-	-	-	-
16	21	21	-	-	-	-	10	10	-	-	-	-
15	13	13	-	-	-	-	4	4	-	-	-	-
14	13	13	-	-	-	-	2	2	-	-	-	-
13	1	1	-	-	-	-	1	1	-	-	-	-
12	5	5	-	-	-	-	1	1	-	-	-	-
<b>DOMESTIC</b>												
Total	391	272	-	66	60	3	382	278	-	64	60	3
20	1	1	-	1	1	1	1	1	-	1	1	1
17	16	16	-	15	15	1	16	16	-	14	14	1
16	283	233	-	20	20	-	282	233	-	19	19	-
15	18	35	-	1	1	-	18	35	-	4	4	-
14	35	35	-	4	4	-	35	35	-	4	4	-
13	80	80	-	80	80	-	80	80	-	80	80	-
12	5	5	-	5	5	-	5	5	-	5	5	-
<b>VALDEZ HARBOR, AK</b>												
Grand Total	1,248	809	-	803	76	19	1,238	803	-	86	18	32
<b>FOREIGN</b>												
Total	48	4	-	11	11	2	48	4	-	11	11	-
40	1	1	-	1	1	1	1	1	-	1	1	-
38	1	1	-	1	1	1	1	1	-	1	1	-
37	1	1	-	1	1	1	1	1	-	1	1	-
36	1	1	-	1	1	1	1	1	-	1	1	-
35	1	1	-	1	1	1	1	1	-	1	1	-
34	1	1	-	1	1	1	1	1	-	1	1	-
33	1	1	-	1	1	1	1	1	-	1	1	-
32	1	1	-	1	1	1	1	1	-	1	1	-
31	1	1	-	1	1	1	1	1	-	1	1	-
30	1	1	-	1	1	1	1	1	-	1	1	-
29	1	1	-	1	1	1	1	1	-	1	1	-
28	1	1	-	1	1	1	1	1	-	1	1	-
27	1	1	-	1	1	1	1	1	-	1	1	-
26	1	1	-	1	1	1	1	1	-	1	1	-
25	1	1	-	1	1	1	1	1	-	1	1	-
24	1	1	-	1	1	1	1	1	-	1	1	-
23	1	1	-	1	1	1	1	1	-	1	1	-
22	1	1	-	1	1	1	1	1	-	1	1	-
21	1	1	-	1	1	1	1	1	-	1	1	-
20	1	1	-	1	1	1	1	1	-	1	1	-
19	1	1	-	1	1	1	1	1	-	1	1	-
18	1	1	-	1	1	1	1	1	-	1	1	-
17	1	1	-	1	1	1	1	1	-	1	1	-
16	1	1	-	1	1	1	1	1	-	1	1	-
15	1	1	-	1	1	1	1	1	-	1	1	-
14	1	1	-	1	1	1	1	1	-	1	1	-
13	1	1	-	1	1	1	1	1	-	1	1	-
12	1	1	-	1	1	1	1	1	-	1	1	-
<b>DOMESTIC</b>												
Total	1,200	805	-	692	65	17	1,200	803	-	75	18	32
40	1	1	-	1	1	1	1	1	-	1	1	1
39	1	1	-	1	1	1	1	1	-	1	1	1
38	1	1	-	1	1	1	1	1	-	1	1	1
37	1	1	-	1	1	1	1	1	-	1	1	1
36	1	1	-	1	1	1	1	1	-	1	1	1
35	1	1	-	1	1	1	1	1	-	1	1	1
34	1	1	-	1	1	1	1	1	-	1	1	1
33	1	1	-	1	1	1	1	1	-	1	1	1
32	1	1	-	1	1	1	1	1	-	1	1	1
31	1	1	-	1	1	1	1	1	-	1	1	1
30	1	1	-	1	1	1	1	1	-	1	1	1
29	1	1	-	1	1	1	1	1	-	1	1	1
28	1	1	-	1	1	1	1	1	-	1	1	1
27	1	1	-	1	1	1	1	1	-	1	1	1
26	1	1	-	1	1	1	1	1	-	1	1	1
25	1	1	-	1	1	1	1	1	-	1	1	1
24	1	1	-	1	1	1	1	1	-	1	1	1
23	1	1	-	1	1	1	1	1	-	1	1	1
22	1	1	-	1	1	1	1	1	-	1	1	1
21	1	1	-	1	1	1	1	1	-	1	1	1
20	1	1	-	1	1	1	1	1	-	1	1	1
19	1	1	-	1	1	1	1	1	-	1	1	1
18	1	1	-	1	1	1	1	1	-	1	1	1
17	1	1	-	1	1	1	1	1	-	1	1	1
16	1	1	-	1	1	1	1	1	-	1	1	1
15	1	1	-	1	1	1	1	1	-	1	1	1
14	1	1	-	1	1	1	1	1	-	1	1	1
13	1	1	-	1	1	1	1	1	-	1	1	1
12	1	1	-	1	1	1	1	1	-	1	1	1









Trips and Deaths of Vessels, 1995  
(death in bold)

Date	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
DOMESTIC												
30	118	118					22	22				
29	127	127					19	19				
28	137	137					18	18				
27	133	133					18	18				
26	135	135					18	18				
25	133	133					18	18				
24	133	133					18	18				
23	133	133					18	18				
22	133	133					18	18				
21	133	133					18	18				
20	133	133					18	18				
19	133	133					18	18				
18	133	133					18	18				
17	133	133					18	18				
16	133	133					18	18				
15	133	133					18	18				
14	133	133					18	18				
13	133	133					18	18				
12	133	133					18	18				
11	133	133					18	18				
10	133	133					18	18				
9	133	133					18	18				
8	133	133					18	18				
7	133	133					18	18				
6	133	133					18	18				
5	133	133					18	18				
4	133	133					18	18				
3	133	133					18	18				
2	133	133					18	18				
UNALASKA BAY AND ISLAND, AK - condensed												
Inbound												
Outbound												
Total trips:												

BETHEL HARBOR, AK (16 Net and less)												
Grand Total	208	11	-	110	126	10	263	10	-	112	130	11
Outbound												
Total trips: 130												
CORDOVA HARBOR, AK (20 Net and less)												
Grand Total	216	177	-	38	3	-	206	177	-	26	3	22
Outbound												
Total trips: 3												
CRAIG HARBOR, AK (16 Net and less)												
Grand Total	118	1	-	98	47	12	116	1	-	66	49	12
Outbound												
Total trips: 49												
DILLINGHAM HARBOR, AK (17 Net and less)												
Grand Total	65	5	-	17	23	21	73	5	-	19	26	34
Outbound												
Total trips: 26												
DOUGLAS HARBOR, AK (9 Net and less)												
Grand Total	888	781	-	126	-	-	888	781	-	126	-	1,772
Outbound												
Total trips: -												
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
<b>EGEGEK RIVER, AK</b> (13 feet and less)												
	Inbound								Outbound			
Grand Total	34	3	—	7	20	4	33	3	—	9	17	4
	Total trips: 67											
<b>ELFIN COVE HARBOR, AK</b> (10 feet and less)												
	Inbound								Outbound			
Grand Total	7	—	—	3	—	4	9	—	—	6	—	4
	Total trips: 18											
<b>GASTINEAU CHANNEL, AK</b> No Vessel Trips Reported												
<b>HOONAH HARBOR, AK</b> (19 feet and less)												
	Inbound								Outbound			
Grand Total	388	293	—	80	33	10	373	291	—	41	31	10
	Total trips: 759											
<b>HUMBOLDT HARBOR, AK</b> (18 feet and less)												
	Inbound								Outbound			
Grand Total	216	167	—	39	4	6	212	164	—	37	4	7
	Total trips: 425											
<b>KAKE HARBOR, AK</b> (25 feet and less)												
	Inbound								Outbound			
Grand Total	378	138	—	85	142	10	375	138	—	89	138	10
	Total trips: 750											
<b>KING COVE LAGOON, AK</b> (19 feet and less)												
	Inbound								Outbound			
Grand Total	233	167	—	62	3	1	208	164	—	41	3	—
	Total trips: 441											
<b>NAJONIK RIVER, AK</b> (20 feet and less)												
	Upbound								Downbound			
Grand Total	121	13	—	46	81	12	108	16	—	41	42	9
	Total trips: 229											
<b>NINELCHIK HARBOR, AK</b> (4 feet and less)												
	Inbound								Outbound			
Grand Total	11	11	—	—	—	—	11	11	—	—	—	—
	Total trips: 22											
<b>NOME, AK</b> (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
<b>OLD HARBOR, AK</b> (14 feet and less)												
	Inbound						Outbound					
Grand Total	12	12	—	—	—	—	12	12	—	—	—	—
							Total trips:				24	
<b>PELICAN HARBOR, AK</b> (16 feet and less)												
	Inbound						Outbound					
Grand Total	69	19	—	18	15	7	69	19	—	19	15	7
							Total trips:				119	
<b>PETERSBURG HARBOR, AK</b> (16 feet and less)												
	Inbound						Outbound					
Grand Total	1,254	553	—	362	296	41	1,252	554	—	358	301	39
							Total trips:				2,506	
<b>PORT ALEXANDER, AK</b> No Vessel Trips Reported												
<b>SELDOVIA HARBOR, AK</b> (17 feet and less)												
	Inbound						Outbound					
Grand Total	160	161	—	9	—	—	171	161	—	19	—	—
							Total trips:				331	
<b>SERGIUS AND WHITESTONE NARROWS, AK</b> (15 feet and less)												
	Upbound						Downbound					
Grand Total	496	140	—	138	206	16	514	131	—	165	200	18
							Total trips:				1,012	
<b>SITKA HARBOR, AK</b> (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	
<b>STIKINE RIVER, AK</b> (4 feet and less)												
	Inbound						Outbound					
Grand Total	139	87	—	28	26	—	139	87	—	28	26	—
							Total trips:				278	
<b>WILKINSON HARBOR, AK</b> (19 feet and less)												
	Inbound						Outbound					
Grand Total	1,157	610	—	261	291	15	1,149	608	—	224	292	15
							Total trips:				2,306	
<b>CHATHAM STRAIT, AK</b> (31 feet and less)												
	Upbound						Downbound					
Grand Total	2,191	1,489	—	319	348	63	2,296	1,902	1	368	388	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
<b>CLARENCE STRAIT, AK</b> (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											
<b>FREDERICK SOUND, AK</b> (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											
<b>ICY STRAIT, AK</b> (35 feet and less)												
	Upbound						Downbound					
Grand Total	3,213	2,748	—	349	178	38	3,191	2,713	—	288	190	32
	Total trips: 6,404											
<b>KLAWOCK, AK</b> (17 feet and less)												
	Inbound						Outbound					
Grand Total	120	23	—	86	27	14	132	25	—	96	37	14
	Total trips: 252											
<b>LYNN CANAL, AK</b> (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											
<b>NICHOLS PASSAGE, AK</b> (24 feet and less)												
	Upbound						Downbound					
Grand Total	534	246	—	61	208	19	632	247	—	63	206	17
	Total trips: 1,066											
<b>NIKSHKA, AK</b> (39 feet and less)												
	Inbound						Outbound					
Grand Total	178	3	104	47	11	13	211	4	108	69	18	22
	Total trips: 399											
<b>PRINCE OF WALES IS. WEST SIDE, AK</b> (32 feet and less)												
	Inbound						Outbound					
Grand Total	364	37	—	177	100	40	358	48	—	181	84	36
	Total trips: 713											
<b>REVELLAGUADO CHANNEL, AK</b> (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											
<b>STEPHENS PASSAGE, AK</b> (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											

Draft	Self-Propelled Vessels				Non-Self-Propelled Vessels			
	TOTAL	Pass & Tow or	Tanker	Dry Cargo Tanker	TOTAL	Pass & Tow or	Tanker	Dry Cargo Tanker
Grand Total	1,282	231	1	639	403	88	1,120	216
Upbound	427	—	—	609	71	1,880	829	—
Downbound	1,282	231	1	639	403	88	1,120	216
Grand Total	2,286	1,282	—	427	609	71	1,880	829
Upbound	444	—	—	444	—	—	—	—
Downbound	2,286	1,282	—	427	609	71	1,880	829
Grand Total	4,166	2,286	—	444	609	71	1,880	829
Upbound	463	—	—	463	—	—	—	—
Downbound	2,286	2,286	—	463	609	71	1,880	829
Grand Total	2,382	2,286	—	463	609	71	1,880	829

Tips and Drafts of Vessels, 1966  
(Draft in feet)



Other Harbors and Waterways 1988 - continued

Harbor or Waterway Non-project	Commodity	Thousand Short Tons	
FREDERICK SOUND, AK - continued	4150 fuel wood	323	
	4170 wood in the rough	11	
	4180 lumber	2600	
	4180 forest products nec	1	
	4225 pulp & waste paper	2600	
	4335 soil & ill drt	1	
	4420 iron & steel scrap	1	
	4800 non-metal. min. nec	1	
	6120 paper & paperboard	1	
	6180 paper products nec	1	
	5220 cement & concrete	1	
	5240 glass & glass prod.	1	
	5290 misc. mineral prod.	1	
	5390 tile bars & shapes	1	
	5370 tile pipe & tube	1	
	5390 primary tile nec	1	
	5480 fer. metal products	1	
	5540 primary wood prod.	1	
	6134 fish (not shellfish)	1	
	6136 shellfish	1	
	6854 vegetables & prod.	1	
	6761 hay & fodder	1	
	6811 meat, fresh, frozen	1	
	6825 fish, prepared	1	
	6888 fruit juices	1	
	6885 alcoholic beverages	1	
	6887 groceries	1	
	6888 water & ice	1	
	6889 food products nec	1	
	6889 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	
	7500 textile products	1	
	7600 rubber & plastic pr.	1	
	7800 manufac. prod. nec	1	
	8800 waste and scrap nec	1	
	Total Tons(1000)		751
	Total Ton-values(1000)		34,718
	ICY STRAIT, AK	2211 gasoline	46
		2221 kerosene	6
		2300 distillate fuel oil	6
2360 lube oil & greases		1	
2840 petroleum coke		1	
2990 petro. products nec		1	
3220 alcohols		1	
3288 plastics		1	
3298 explosives		1	
3298 chem. products nec:		1	
4170 wood in the rough		363	
4180 lumber		1	
4331 sand & gravel		1	
4800 non-ferrous ores nec		1	
4800 non-metal. min. nec		1	
6180 paper products nec		1	
5220 cement & concrete		1	
5240 glass & glass prod.		1	
5290 misc. mineral prod.		1	
5480 fer. metal products		1	
5540 primary wood prod.		1	
6134 fish (not shellfish)		1	
6854 vegetables & prod.		1	
6811 meat, fresh, frozen		1	
6838 animals & prod. nec		1	
6887 fruit & nuts nec	1		
6887 groceries	1		
6889 food products nec	1		
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		

Other Harbors and Waterways 1996 - continued

Harbor or Waterway Non-project	Commodity	Thousand Short Tons
ICY STRAIT, AK - continued	7900 manufac. prod. nec 8900 unknown or nec  Total Tons(x1000) Total Ton-miles(x1000)	13 0  1,116 48,027
Klawock, AK	2211 gasoline 2330 distillate fuel oil 4170 wood in the rough 4199 lumber 4325 pulp & waste paper 4310 building stone 4331 sand & gravel 4420 iron & steel scrap 5390 iron bars & shapes 5490 fab. metal products 7110 machinery (not elec) 7800 rubber & plastic pr. 7900 manufac. prod. nec  Total Tons(x1000)	701
LYNN CANAL, AK	2211 gasoline 2221 kerosene 2330 distillate fuel oil 2350 lube oil & greases 2430 asphalt, tar & pitch 2940 liquid natural gas 2990 petro. products nec 3110 nitrogenous fert. 3220 alcohols 3292 pigments & paints 3298 plastics 3299 explosives 3299 chem. products nec 4170 wood in the rough 4199 lumber 4331 sand & gravel 4420 iron & steel scrap 4890 non-ferrous ores nec 4900 non-metal. min. nec 5190 paper products nec 5220 cement & concrete 5240 glass & glass prod. 5290 misc. mineral prod. 5370 iron pipe & tube 5490 fab. metal products 5840 primary wood prod. 6134 fish (not shellfish) 6138 shellfish 6854 vegetables & prod. 6811 meat, fresh, frozen 6839 animals & prod. nec 6867 fruit & nuts nec 6885 alcoholic beverages 6887 groceries 6888 food products nec 7110 machinery (not elec) 7120 electrical machinery 7210 vehicles & parts 7290 ships & boats 7400 manufac. wood prod. 7500 textile products 7800 rubber & plastic pr. 7900 manufac. prod. nec 8900 unknown or nec  Total Tons(x1000) Total Ton-miles(x1000)	47 105  818 87,184
NICHOLS PASSAGE, AK	1100 coal lignite 2211 gasoline 2330 distillate fuel oil 2430 asphalt, tar & pitch 2940 petroleum coke 2990 petro. products nec 3299 chem. products nec 4110 rubber & gums	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	0	
	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-miles(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	0
		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	
	2880 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	







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	568	1992	554	1995	480		

Freight Traffic, 1996 (thousand short tons)

Commodity	Grand Total	Foreign Exports	Domestic	
			Total	Internal
<b>Total</b>	<b>258</b>	<b>156</b>	<b>238</b>	<b>102</b>
<b>Total coal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100 coal lignite	0	0	0	0
<b>Total petroleum products</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>
Subtotal petroleum products	4	0	4	4
2211 gasoline	1	0	1	1
2330 distillate fuel oil	3	0	3	3
2430 asphalt, tar & pitch	1	0	1	1
2540 petroleum coke	0	0	0	0
2880 petro. products nec	0	0	0	0
<b>Total chemicals and related products</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Subtotal other chemicals and related products	0	0	0	0
3299 chem. products nec	0	0	0	0
<b>Total forest products, wood and chips</b>	<b>257</b>	<b>51</b>	<b>208</b>	<b>168</b>
Subtotal forest products, wood and chips	257	51	208	168
4110 rubber & gums	0	0	0	0
4161 wood chips	45	0	45	45
4170 wood in the rough	171	18	160	156
4189 lumber	34	33	1	0
4190 forest products nec	0	0	0	0
Subtotal pulp and waste paper	0	0	0	0
4225 pulp & waste paper	0	0	0	0
Subtotal soil, sand, gravel, rock and stone	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
4331 sand & gravel	1	0	1	1
Subtotal iron ore and scrap	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4430 iron & steel scrap	0	0	0	0
<b>Total primary non-ferrous metal products</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Subtotal paper products	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5190 paper products nec	0	0	0	0
Subtotal lime, cement and glass	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5220 cement & concrete	0	0	0	0
5240 glass & glass prod.	0	0	0	0
Subtotal primary non-ferrous metal products	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5480 fab. metal products	0	0	0	0
<b>Total food and farm products</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>
Subtotal other agricultural products	3	0	3	1
6899 food products nec	3	0	3	1
<b>Total machinery, equipment, machinery and products</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>
7110 machinery (not elec)	1	0	1	0
7120 electrical machinery	0	0	0	0
7210 vehicles & parts	0	0	0	0
7400 manufac. wood prod.	1	0	1	0
7800 textile products	0	0	0	0
7800 rubber & plastic pr.	0	0	0	0
7900 manufac. prod. nec	1	0	1	0

OPTIONAL FORM 88 (7-98)

FAX TRANSMITTAL

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

NBN 7548-01-317-798 500-101 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	1,588	1994	1,789		
1989	2,294	1992	1,586	1995	1,821		

Freight Traffic, 1996 (thousand short tons)

Commodity	Total	Foreign		Canadian	
		Exports	Imports	Imports	Exports
<b>Total all commodities</b>	<b>221</b>	<b>158</b>	<b>61</b>	<b>92</b>	<b>11</b>
<b>Total petroleum and petroleum products</b>	<b>41</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>
Subtotal petroleum products	41	0	46	0	0
2211 gasoline	14	0	14	0	0
2221 kerosene	29	0	29	0	0
2330 distillate fuel oil	1	0	1	0	0
2840 liquid natural gas	1	0	1	0	0
<b>Total chemical and related products</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Subtotal other chemicals and related products	9	0	0	0	0
3285 perfumes & cleaners	0	0	0	0	0
<b>Total forest products, wood and chips</b>	<b>49</b>	<b>31</b>	<b>9</b>	<b>0</b>	<b>0</b>
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
<b>Total primary non-ferrous metal products</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Subtotal primary non-ferrous metal products	0	0	0	0	0
5480 fab. metal products	0	0	0	0	0
<b>Total food and farm products</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
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
<b>Total air transport equipment, machinery and products</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
7110 machinery (not elec)	0	0	0	0	0
<b>Total unknown or not otherwise classified</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
9900 unknown or nec	0	0	0	0	0

Commodity	Total	Domestic				
		Comprise		Internal		Intransit
		Receipts	Shipments	Receipts	Shipments	
<b>Total all commodities</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>0</b>
1100 coal lignite	0	0	0	0	0	0
<b>Total petroleum and petroleum products</b>	<b>388</b>	<b>175</b>	<b>6</b>	<b>96</b>	<b>110</b>	<b>6</b>
Subtotal petroleum products	388	175	6	96	110	6
2211 gasoline	117	71	2	8	33	3
2330 distillate fuel oil	173	74	4	15	78	5
2340 residual fuel oil	63	31	0	32	0	0
2350 lube oil & greases	1	0	0	1	0	0
2430 asphalt, tar & pitch	1	0	0	0	1	0
2540 petroleum coke	0	0	0	0	0	0
2840 liquid natural gas	0	0	0	0	0	0
2980 petro. products nec	0	0	0	0	0	0
<b>Total chemical and related products</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>
Subtotal fertilizers	0	0	0	0	0	0
3110 nitrogenous fert.	0	0	0	0	0	0
Subtotal other chemicals and related products	33	14	0	17	1	0
3230 alcohols	0	0	0	0	0	0
3274 sodium hydroxide	27	14	0	13	0	0
3275 inorg. chem. oxides, & halogen salts	0	0	0	0	0	0
3280 plastics	0	0	0	0	0	0
3290 explosives	1	0	0	0	1	0
3299 chem. products nec	6	0	0	4	1	0
<b>Total forest products, wood and chips</b>	<b>674</b>	<b>14</b>	<b>7</b>	<b>548</b>	<b>9</b>	<b>0</b>
Subtotal forest products, wood and chips	674	14	7	548	9	0
4110 rubber & gums	0	0	0	0	0	0
4180 fuel wood	7	0	0	0	7	0

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

Commodity	Total	Coasting		Domestic	
		Receipts	Shipments	Receipts	Shipments
4161 wood chips	48		14		
4170 wood in the rough	518			49	
4199 lumber	8			1	
4190 forest products nec	1				
Subtotal pulp and waste paper	1009			50	
4226 pulp & waste paper	1				
Subtotal soil, gravel, crushed rock and stones	1				
4331 sand & gravel	1				
Subtotal iron ore and scrap	1				
4420 iron & steel scrap	1				
Subtotal other non-metal min.	1				
4800 non-metal min. nec	1				
Subtotal primary metal products	1				
5190 paper products nec	1				
Subtotal lime, cement and glass	1				
5220 cement & concrete	1				
5240 glass & glass prod.	1				
5250 misc. mineral prod.	1				
Subtotal primary iron and steel products	1				
5390 hot iron & stripes	1				
5370 hot pipe & tube	1				
5340 primary iron nec	1				
Subtotal primary non-ferrous metal products	1				
5480 zinc, metal products	1				
Subtotal primary wood products	1				
6440 primary wood prod.	1				
Subtotal food products	12				
6124 fish (not shellfish)	12				
6126 shellfish	0				
Subtotal vegetable products	0				
6652 vegetables & prod.	0				
Subtotal other agricultural products	33				
6811 meat, fresh, frozen	33				
6823 fish, prepared	10				
6825 fish, frozen	10				
6887 alcoholic beverages	1				
6888 groceries	1				
6889 water & ice	1				
6890 food products nec	1				
Subtotal machinery (not elec)	30				
7110 machinery (not elec)	30				
7120 electrical machinery	4				
7210 vehicles & parts	5				
7220 aircraft & parts	0				
7229 ships & boats	1				
7400 manufac. wood prod.	1				
7500 textile products	1				
7600 rubber & plastic pr.	1				
7609 manufac. prod. nec	1				

WRANGELL HARBOR, AK

Section included: Berths 24 mile long wharves; Connecting Dapic 28 feet in the anchorage basin and 24 feet in the authorized channel with exception of the area near Colorado River where a depth of 27.6 feet exists. Project Dapic 27 feet through Petersburg Bar; 28 feet in anchorage basin, vicinity of mile 14; all other, 24 feet. All depths refer to mean.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year		Year	
		1987	1988	1987	1988
1987	179	180	184	185	185
1988	179	189	184	184	184
1989	839	1992	18	1992	544

Freight Traffic, 1988 (thousand short tons)

Commodity	Total	Coasting		Domestic	
		Receipts	Shipments	Receipts	Shipments
Subtotal petroleum products	18				
2811 gasoline	18				
2820 kerosene fuel oil	18				
2840 fuel oil & grease	18				
2842 asphalt, bit & pitch	18				
2843 petroleum coke	18				
2844 liquid natural gas	18				
2890 petro. products nec	18				

WRANGELL NARROWS, AK  
 Freight Trac: 1995 - continued  
 (thousand short tons)

Commodity	Total	Receipts		Costs	
		Through	Downhill	Through	Downhill
Subtotal ferrous					
5110 nitrogenous fl.	11301000			11301000	
Subtotal other chemicals and related products					
3220 spotlets					
3222 pigments & paints					
3228 plastics					
3230 explosives					
3299 chem. products nec					
Subtotal forest products, wood and chips					
4150 fuel wood					
4170 wood in the rough					
4180 lumber					
4190 forest products nec					
4225 pulp & waste paper					
4330 Subtotal soil sand, gravel, rock and stones					
4335 soil & fill dtl					
4420 iron & steel scrap					
Subtotal other non-ferrous met.					
4400 non-ferrous met. nec					
Subtotal primary wood products					
5180 paper products nec					
Subtotal lime, cement and glass					
5220 cement & concrete					
5340 glass & glass prod.					
5390 lime natural prod.					
Subtotal primary iron and steel products					
5370 iron pipe & tube					
Subtotal primary non-ferrous metal products					
5480 tin metal products					
Subtotal primary wood products					
5540 primary wood prod.					
Subtotal fish					
6130 strigids					
Subtotal vegetable products					
6654 vegetables & prod.					
Subtotal processed grain and animal feed					
6781 hay & better					
Subtotal other agricultural products					
6811 meal, yeast, frozen					
6925 fish, prepared					
6926 fuel gases					
6928 alcoholic beverages					
6927 groceries					
6929 food products nec					
Subtotal machinery (exc. elec)					
7110 machinery (exc. elec)					
7120 electrical machinery					
7210 vehicles & parts					
7220 ships & boats					
7400 metallic wood prod.					
7401 saws products					
7402 rubber & plastic pr.					
7600 manufac. prod. nec					
Subtotal waste and scrap nec					
8000 waste and scrap nec					
Total	3,281	12	3,062	818	0

Commodity	Total	Receipts		Costs	
		Through	Downhill	Through	Downhill
2611 gasoline	58				
2300 kerosene fuel oil	28				
2340 log of & grasses	59				
2342 asphalt, bit & pitch	11				
2343 petroleum coke	2				
2344 liquid natural gas	11				
2500 petro. products nec	10				
Total	100	12	48	10	10

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

Commodity	Total	Inbound		Outbound		Through	
		Inventory	Forwarded	Inventory	Forwarded	Inventory	Forwarded
Total freight products	104	1	1	1	1	1	1
Subtotal forest products, wood and chips	104	1	1	1	1	1	1
4160 fuel wood	0						
4170 wood in the rough	0						
4180 lumber	7	1					
4190 forest products nec	1						
Subtotal pulp and waste paper	1000						
4225 pulp & waste paper	0						
Subtotal soil, sand, gravel, rock and stone	0						
4335 soil & fill dirt	0						
Subtotal lime ore and scrap	14						
4420 iron & steel scrap	14						
Subtotal other non-ferrous mta	1						
4400 non-ferrous mta, nec	1						
Total primary non-ferrous metal products	0						
Subtotal paper products	203	1					
5120 paper & parchment	203	1					
5190 paper products nec	0						
Subtotal bulk cement and glass	1						
5220 cement & concrete	1						
5240 glass & glass prod.	0						
5290 misc. mineral prod.	0						
Subtotal primary iron and steel products	10000	0					
5390 iron ores & concentrates	0						
5370 iron ores & concs	0						
5390 primary iron	0						
Subtotal primary non-ferrous metal products	0						
6490 iron, metal products	0						
Subtotal primary wood products	800	4					
6540 primary wood prod.	800	4					
Subtotal other agricultural products	25						
6124 fish (not shrimp)	15						
6130 shellfish	10						
Subtotal vegetable products	0						
6954 vegetables & prod.	0						
Subtotal processed grain and animal feed	0						
6781 hay & fodder	0						
Subtotal other agricultural products	25						
6811 meat, fresh, frozen	0						
6825 fish, prepared	0						
6848 fruit, prepared	0						
6855 milk, prepared	0						
6882 alcoholic beverages	0						
6887 groceries	0						
6925 wear & use	0						
6999 food products nec	0						
6999 farm products nec	0						
Total all other agricultural products	25						
Subtotal machinery, electrical, vehicles, ships & boats	8260	1					
7110 machinery (exc. elec)	8260	1					
7120 electrical machinery	0						
7210 vehicles & parts	0						
7220 aircraft & parts	0						
7230 ships & boats	0						
7400 minerals, wood prod.	0						
7400 minerals, wood prod.	0						
7600 waste products	0						
7600 rubber & plastic pr.	0						
7800 minerals, prod. nec	0						
Total waste and scrap nec	0						
8000 waste and scrap nec	0						
Total	10484	73	805	15	3	689	6187
Ten-miles All Traffic (X1000)	473						
Ten-miles All Traffic (X1000)	13325						

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		
1989	210	1992	163	1995	192		

Freight Traffic, 1988 (thousand short tons)

Commodity	Grand Total	Foreign		Domestic					
		Imports	Exports	Total	Concourse		Internal		Intra
					Receipts	Shipments	Inbound	Outbound	
<b>Total all commodities</b>	<b>453</b>	<b>104</b>	<b>298</b>	<b>245</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>51</b>	<b>1</b>
<b>Total petroleum and petroleum products</b>	<b>182</b>	<b>103</b>	<b>79</b>	<b>49</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>4</b>	<b>—</b>
Subtotal crude petroleum	103	103	—	—	—	—	—	—	—
2100 crude petroleum	103	103	—	—	—	—	—	—	—
Subtotal petroleum products	49	—	49	49	3	0	42	4	—
2211 gasoline	14	—	14	14	0	0	14	1	—
2330 distillate # 2 oil	32	—	32	32	2	0	27	3	—
2360 kero oil & greases	0	—	0	0	0	0	0	0	—
2430 asphalt, tar & pitch	0	—	0	0	0	—	0	0	—
2540 petroleum coke	0	—	0	—	—	—	0	—	—
2640 liquid natural gas	2	—	2	2	0	—	1	—	—
2990 petro. products nec	0	—	0	0	0	—	0	0	—
<b>Total chemicals and related products</b>	<b>1</b>	<b>—</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>—</b>	<b>—</b>	<b>0</b>	<b>—</b>
Subtotal fertilizers	1	—	1	1	1	—	—	0	—
3110 nitrogenous fert.	1	—	1	1	1	—	—	0	—
Subtotal other chemicals and related products	2	—	2	2	2	—	0	—	—
3275 inorg. elem. oxides, & halogen salts	0	—	0	—	—	—	0	—	—
3282 pigments & paints	1	—	1	1	1	—	0	—	—
3293 explosives	0	—	0	0	—	—	0	—	—
3299 chem. products nec	1	—	1	1	1	—	—	—	—
<b>Total crude materials, inerts except fuels</b>	<b>201</b>	<b>—</b>	<b>198</b>	<b>49</b>	<b>9</b>	<b>2</b>	<b>19</b>	<b>22</b>	<b>—</b>
Subtotal forest products, wood and chips	172	—	168	13	4	0	5	4	—
4150 fuel wood	0	—	0	0	0	0	0	0	—
4170 wood in the rough	163	—	168	5	1	—	—	4	—
4189 lumber	7	—	7	7	3	0	5	0	—
4190 forest products nec	1	—	1	1	0	—	1	—	—
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	7	—	7	7	0	—	0	7	—
4331 sand & gravel	7	—	7	7	0	—	—	7	—
4338 soil & fill dirt	0	—	0	0	0	—	0	0	—
Subtotal iron ore and scrap	22	—	22	22	4	2	5	11	—
4430 iron & steel scrap	22	—	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
<b>Total primary manufactured goods</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>
Subtotal paper products	2	0	0	2	1	0	0	0	0
5120 paper & paperboard	0	0	0	0	0	0	0	0	0
6180 paper products nec	2	0	0	2	1	0	0	0	0
Subtotal lime, cement and glass	9	0	0	9	1	0	5	3	0
6220 cement & concrete	2	0	0	2	0	0	0	0	2
6240 glass & glass prod.	0	0	0	0	0	0	0	0	0
6290 misc. mineral prod.	7	0	0	7	1	0	5	1	0
Subtotal primary iron and steel products	1	0	0	1	1	0	0	0	0
5370 lvs pipe & tube	1	0	0	1	1	0	0	0	0
6380 primary lvs nec	0	0	0	0	0	0	0	0	0
Subtotal primary non-ferrous metal products	11	0	0	11	4	0	2	5	0
5480 fab. metal products	11	0	0	11	4	0	2	5	0
<b>Total food and farm products</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>
Subtotal fish	1	0	0	1	0	0	0	1	0
6134 fish (not shellfish)	1	0	0	1	0	0	0	1	0
Subtotal processed grain and animal feed	0	0	0	0	0	0	0	0	0
6781 hay & fodder	0	0	0	0	0	0	0	0	0
Subtotal other agricultural products	17	0	0	17	8	0	10	3	0
6835 fish, prepared	0	0	0	0	0	0	0	0	0
6885 alcoholic beverages	2	0	0	2	0	0	0	0	0
6887 groceries	9	0	0	9	2	0	6	0	0
6888 water & ice	0	0	0	0	0	0	0	0	0
9888 food products nec	8	0	0	8	2	0	3	1	0
6889 farm products nec	0	0	0	0	0	0	0	0	0
<b>Total all manufactured equipment, machinery and products</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>4</b>	<b>28</b>	<b>18</b>	<b>0</b>
7110 machinery (not elec)	14	0	0	14	3	0	8	4	0
7120 electrical machinery	1	0	0	1	0	0	1	0	0
7210 vehicles & parts	5	0	0	5	2	0	2	1	0
7220 aircraft & parts	0	0	0	0	0	0	0	0	0
7230 ships & boats	0	0	0	0	0	0	0	0	0
7400 manufac. wood prod.	8	0	0	8	3	0	5	0	0
7500 textile products	1	0	0	1	1	0	0	0	0
7600 rubber & plastic pr.	0	0	0	0	0	0	0	0	0
7800 manufac. prod. nec	40	0	0	40	14	4	13	8	0
<b>Total waste and scrap nec</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
8900 waste and scrap nec	1	0	0	1	0	0	0	0	1

SKAGWAY HARBOR, AK

Section includes: Ende waterfront of Skagway Harbor. Connecting Docks: Mash harbor, sidings. Docks alongside the White Pass and Yukon  
 Railway Wharf, 16.9 feet in arm boat basin; 42.5 feet at Pacific and Alyc Railway Navigation Company One Terminal; 20 feet at Alaska  
 State Ferry Dock. Project Depth: Mash harbor; 30 feet along southern 700' line of face of dock and 20 feet for the next 100 feet; arm boat basin, 8  
 feet for federal portion; 12 feet maintained by local interests. All depths refer to mean.

Comparative Statement of Traffic (thousand short tons)

Year	1987		1988		1989		1990		1991	
	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports
1987	1,426	1,810	1,279	1,290	1,263	1,244	1,244	1,244	1,244	1,244
1988	1,441	1,812	1,240	1,240	1,240	1,240	1,240	1,240	1,240	1,240
1989	1,441	1,812	1,240	1,240	1,240	1,240	1,240	1,240	1,240	1,240

Freight Traffic, 1988 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian		Total		Domestic		Internal	Inter-States
		Imports	Exports	Imports	Exports	Imports	Exports	Imports	Exports		
2211 pig iron	36	0	0	0	0	0	0	0	0	0	0
2221 iron ore	64	0	0	0	0	0	0	0	0	0	0
2230 crude oil	0	0	0	0	0	0	0	0	0	0	0
2240 bit. of a process	0	0	0	0	0	0	0	0	0	0	0
2250 petro. products nec	0	0	0	0	0	0	0	0	0	0	0
Total petroleum and petro. products	64	0	0	0	0	0	0	0	0	0	0
Subtotal petroleum	64	0	0	0	0	0	0	0	0	0	0
2311 wheat	0	0	0	0	0	0	0	0	0	0	0
2320 other cereals	0	0	0	0	0	0	0	0	0	0	0
2330 flour	0	0	0	0	0	0	0	0	0	0	0
2340 other mill products	0	0	0	0	0	0	0	0	0	0	0
Total grain and mill products	0	0	0	0	0	0	0	0	0	0	0
2400 non-ferrous ores	640	0	640	0	0	0	0	0	0	0	0
4100 lumber	0	0	0	0	0	0	0	0	0	0	0
4200 wood and other products	0	0	0	0	0	0	0	0	0	0	0
4300 other wood products	0	0	0	0	0	0	0	0	0	0	0
4400 non-ferrous metals	0	0	0	0	0	0	0	0	0	0	0
4500 other non-ferrous metals	0	0	0	0	0	0	0	0	0	0	0
4600 ferrous metal products	0	0	0	0	0	0	0	0	0	0	0
4700 other metal products	0	0	0	0	0	0	0	0	0	0	0
4800 other metal products	0	0	0	0	0	0	0	0	0	0	0
4900 other metal products	0	0	0	0	0	0	0	0	0	0	0
5000 other metal products	0	0	0	0	0	0	0	0	0	0	0
5100 paper products nec	0	0	0	0	0	0	0	0	0	0	0
5200 other paper products	0	0	0	0	0	0	0	0	0	0	0
5300 other paper products	0	0	0	0	0	0	0	0	0	0	0
5400 other paper products	0	0	0	0	0	0	0	0	0	0	0
5500 other paper products	0	0	0	0	0	0	0	0	0	0	0
5600 other paper products	0	0	0	0	0	0	0	0	0	0	0
5700 other paper products	0	0	0	0	0	0	0	0	0	0	0
5800 other paper products	0	0	0	0	0	0	0	0	0	0	0
5900 other paper products	0	0	0	0	0	0	0	0	0	0	0
6000 other paper products	0	0	0	0	0	0	0	0	0	0	0
6100 machinery (not elec)	0	0	0	0	0	0	0	0	0	0	0
6200 electrical machinery	0	0	0	0	0	0	0	0	0	0	0
6300 vehicles & parts	0	0	0	0	0	0	0	0	0	0	0
6400 other vehicles	0	0	0	0	0	0	0	0	0	0	0
6500 machinery, wood prod.	0	0	0	0	0	0	0	0	0	0	0
6600 other machinery	0	0	0	0	0	0	0	0	0	0	0
6700 rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
6800 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
6900 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
7000 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
7100 machinery (not elec)	0	0	0	0	0	0	0	0	0	0	0
7200 electrical machinery	0	0	0	0	0	0	0	0	0	0	0
7300 vehicles & parts	0	0	0	0	0	0	0	0	0	0	0
7400 other vehicles	0	0	0	0	0	0	0	0	0	0	0
7500 machinery, wood prod.	0	0	0	0	0	0	0	0	0	0	0
7600 other machinery	0	0	0	0	0	0	0	0	0	0	0
7700 rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
7800 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
7900 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
8000 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
8100 machinery (not elec)	0	0	0	0	0	0	0	0	0	0	0
8200 electrical machinery	0	0	0	0	0	0	0	0	0	0	0
8300 vehicles & parts	0	0	0	0	0	0	0	0	0	0	0
8400 other vehicles	0	0	0	0	0	0	0	0	0	0	0
8500 machinery, wood prod.	0	0	0	0	0	0	0	0	0	0	0
8600 other machinery	0	0	0	0	0	0	0	0	0	0	0
8700 rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
8800 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
8900 other rubber & plastic pr.	0	0	0	0	0	0	0	0	0	0	0
9000 other rubber & plastic pr.	0	0	0	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 Sotrag & 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
<b>Total, all commodities</b>	<b>77,518</b>	<b>16</b>	<b>2,835</b>	<b>32</b>	<b>96</b>	<b>74,652</b>	<b>43</b>	<b>74,652</b>
<b>Total petroleum and petroleum products</b>	<b>76,571</b>	<b>16</b>	<b>1,920</b>	<b>12</b>	<b>—</b>	<b>74,652</b>	<b>28</b>	<b>74,652</b>
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	—	—	—	—
2230 diesel fuel oil	81	4	—	6	—	81	27	54
2340 residual fuel oil	112	—	111	—	—	1	—	1
2890 petro. products nec	1	—	—	—	—	1	—	1
<b>Total chemicals and related products</b>	<b>1</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>1</b>	<b>0</b>
Subtotal other chemicals and related products	1	—	—	—	—	1	1	0
3293 explosives	1	—	—	—	—	1	1	0
<b>Total forest products, except fuel</b>	<b>96</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>96</b>	<b>—</b>	<b>—</b>	<b>—</b>
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
<b>Total primary non-ferrous metal products</b>	<b>0</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Total all manufactured equipment, machinery, and products</b>	<b>14</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>14</b>	<b>14</b>	<b>0</b>
7800 manufac. prod. nec	14	—	—	—	—	14	14	0

SEWARD HARBOR, AK

Section Included: Alaska Railroad Dock, the Seward Boat Basin including the City 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
<b>Total, all commodities</b>	<b>877</b>	<b>664</b>	<b>213</b>	<b>15</b>
<b>Total coal</b>	<b>877</b>	<b>877</b>	<b>—</b>	<b>—</b>
1100 coal lignite	877	877	—	—

SEWARD HARBOR, AK  
 Freight Traffic, 1995 - Continued  
 (thousand short tons)

Commodity	Grand Total	Foreign		Domestic	
		Exports	Imports	Exports	Imports
Subtotal petroleum products	0	0	0	0	0
2900 peak products facs	0	0	0	0	0
Subtotal textiles	23	0	23	0	0
3110 nonwovens int.	23	0	23	0	0
Subtotal other chemicals and related products	0	0	0	0	0
3200 synthetic rubbers	0	0	0	0	0
3207 synthetic rubbers	0	0	0	0	0
Subtotal wood products, wood and edge	79	12	67	0	0
4170 wood in the rough	18	0	18	0	0
4180 lumber	20	0	20	0	0
4190 forest products nec	41	0	41	0	0
Subtotal soil, sand, gravel, rock and stone	49	0	49	0	0
4201 sand & gravel	49	0	49	0	0
4205 variously graded, rock and scoria	0	0	0	0	0
Subtotal non-ferrous ores and scrap	0	0	0	0	0
4900 non-ferrous ores nec	0	0	0	0	0
Subtotal iron, cement and glass	0	0	0	0	0
5220 cement & concrete	0	0	0	0	0
5230 misc. mineral prod.	0	0	0	0	0
Subtotal primary iron and steel products	0	0	0	0	0
5370 iron pig & base	0	0	0	0	0
5390 primary iron nec	0	0	0	0	0
Subtotal primary non-ferrous metal products	0	0	0	0	0
5400 non-ferrous metal products	0	0	0	0	0
Subtotal primary wood products	0	0	0	0	0
5500 primary wood prod.	0	0	0	0	0
Subtotal food and farm products	0	0	0	0	0
6100 fish (not shellfish)	0	0	0	0	0
6130 shellfish	0	0	0	0	0
Subtotal other agricultural products	0	0	0	0	0
6910 wool, fresh, human	0	0	0	0	0
6930 wool, prepared	0	0	0	0	0
Subtotal machinery (not elec)	7	0	7	0	0
7110 machinery (not elec)	7	0	7	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 minerals, wood prod. materials, prod. nec	0	0	0	0	0
7600	0	0	0	0	0
Total unknown or misc.	0	0	0	0	0

HOMER, AK

Section includes: The portside of Northmark Bay including the outer 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 foot small boat harbor has a depth ranging from 20 feet to 15 feet.

Comprehensive Statement of Traffic (thousand short tons)

Year	Total	1995	1996	1997	1998	Year	Total	1995	1996	1997	1998
1997	29	29	180	171	198	1997	29	29	180	171	198
1998	243	243	182	207	195	1998	243	243	182	207	195

Freight (data, 1995 (rounded short tons)

Commodity	Grand Total	Foreign		Domestic	
		Exports	Imports	Exports	Imports
Total petroleum products and petroleum products	0	0	0	0	0
Subtotal textiles	23	0	23	0	0
3110 nonwovens int.	23	0	23	0	0
Subtotal other chemicals and related products	0	0	0	0	0
3200 synthetic rubbers	0	0	0	0	0
3207 synthetic rubbers	0	0	0	0	0
Subtotal wood products, wood and edge	79	12	67	0	0
4170 wood in the rough	18	0	18	0	0
4180 lumber	20	0	20	0	0
4190 forest products nec	41	0	41	0	0
Subtotal soil, sand, gravel, rock and stone	49	0	49	0	0
4201 sand & gravel	49	0	49	0	0
4205 variously graded, rock and scoria	0	0	0	0	0
Subtotal non-ferrous ores and scrap	0	0	0	0	0
4900 non-ferrous ores nec	0	0	0	0	0
Subtotal iron, cement and glass	0	0	0	0	0
5220 cement & concrete	0	0	0	0	0
5230 misc. mineral prod.	0	0	0	0	0
Subtotal primary iron and steel products	0	0	0	0	0
5370 iron pig & base	0	0	0	0	0
5390 primary iron nec	0	0	0	0	0
Subtotal primary non-ferrous metal products	0	0	0	0	0
5400 non-ferrous metal products	0	0	0	0	0
Subtotal primary wood products	0	0	0	0	0
5500 primary wood prod.	0	0	0	0	0
Subtotal food and farm products	0	0	0	0	0
6100 fish (not shellfish)	0	0	0	0	0
6130 shellfish	0	0	0	0	0
Subtotal other agricultural products	0	0	0	0	0
6910 wool, fresh, human	0	0	0	0	0
6930 wool, prepared	0	0	0	0	0
Subtotal machinery (not elec)	7	0	7	0	0
7110 machinery (not elec)	7	0	7	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 minerals, wood prod. materials, prod. nec	0	0	0	0	0
7600	0	0	0	0	0
Total unknown or misc.	0	0	0	0	0

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

Commodity	Grand Total	Foreign		Canadian		Domestic				
		Exports	Imports	Exports	Imports	Total	Commodities		Intransit	
							Receipts	Shipments	Receipts	Shipments
2840 liquid natural gas	1	—	1	—	—	0	—	0	0	0
<b>Total chemicals and related products</b>	<b>30</b>	<b>30</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
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
<b>Total crude petroleum &amp; products</b>	<b>246</b>	<b>246</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Total primary manufactured goods</b>	<b>0</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0</b>
Subtotal paper products	0	—	—	—	0	—	—	—	—	0
6180 paper products nec	1	—	1	—	0	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	—	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 iron, metal products	0	—	—	—	0	—	—	—	—	—
<b>Total food and farm products</b>	<b>49</b>	<b>49</b>	<b>—</b>	<b>—</b>	<b>0</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0</b>	<b>—</b>
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		Domestic		Total	Domestic		Total
		Exports	Imports	Exports	Imports		Exports	Imports	
7100 machinery (not elec)	1	0	1	0	0	1	0	0	1
7120 machinery	0	0	0	0	0	0	0	0	0
7210 vehicles & parts	0	0	0	0	0	0	0	0	0
7220 ships & boats	0	0	0	0	0	0	0	0	0
7400 metallic	0	0	0	0	0	0	0	0	0
7400 wood prod.	0	0	0	0	0	0	0	0	0
7400 products	0	0	0	0	0	0	0	0	0
7400 rubber & plastic	0	0	0	0	0	0	0	0	0
7400 synthetic prod. nec	1	0	0	0	0	1	0	0	1
Total machinery of kind unknown or not stated	0	0	0	0	0	0	0	0	0
Total unknown or not	0	0	0	0	0	0	0	0	0

ANCHORAGE, AK

Section Included: Kwik Arm from the Municipal Terminal on the north to and including terminal facilities on Ship Creek. Controlling Dept: 25 feet off the face of the City Dock; the approach channel north of Fire Island, to Point Viewpoint, 22.5 feet. Project Dept: 25 feet. All depths refer to mhw.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Year	Total	Year	Total	Year	Total
1987	2,104	1980	1,704	1975	2,470	1970	2,470
1986	2,364	1979	2,500	1974	2,599	1969	2,599
1985	2,253	1978	2,640	1973	3,222	1968	3,222

Freight Traffic, 1986 (thousand short tons)

Commodity	Grand Total	Foreign		Domestic		Total	Domestic		Total
		Imports	Exports	Imports	Exports		Imports	Exports	
Subtotal petroleum products	1,255	207	347	789	821	789	789	1,578	
2211 gasoline	688	0	10	688	496	688	688	1,376	
2220 kerosene	207	0	41	104	15	91	0	111	
2230 diesel fuel of	145	0	0	12	13	13	0	11	
2240 motor oil & greases	12	0	0	12	0	12	0	12	
2250 lubricating oils	12	0	0	12	0	12	0	12	
2459 naphtha & coals	309	0	0	0	0	0	0	309	
Total petroleum products	1,255	207	347	789	821	789	789	1,578	
Subtotal ferrous products	48	0	0	48	0	48	0	48	
3100 iron ores and concentrates	48	0	0	48	0	48	0	48	
Subtotal other chemicals and related products	46	0	0	46	0	46	0	46	
2210 other hydrocarbons	0	0	0	0	0	0	0	0	
2220 alcohols	23	0	0	23	0	23	0	23	
2230 organic acids	0	0	0	0	0	0	0	0	
2240 organic comp. nec	0	0	0	0	0	0	0	0	
2250 sodium hydroxide	0	0	0	0	0	0	0	0	
2274 iron, steel, castings, & nitrogen salts	0	0	0	0	0	0	0	0	
2275 pig iron, castings, & nitrogen salts	0	0	0	0	0	0	0	0	
2282 Portland cements	0	0	0	0	0	0	0	0	
2285 Portland cements	0	0	0	0	0	0	0	0	
2286 Portland cements	0	0	0	0	0	0	0	0	
2287 Portland cements	0	0	0	0	0	0	0	0	
2289 chemical substances	25	0	0	25	0	25	0	25	
2290 chemical substances	0	0	0	0	0	0	0	0	
Total ferrous products	46	0	0	46	0	46	0	46	
Subtotal forest products, wood and other	365	0	0	365	0	365	0	365	
4100 wood in the rough	343	0	0	343	0	343	0	343	
4110 lumber	20	0	0	20	0	20	0	20	
4120 wood products nec	2	0	0	2	0	2	0	2	
Subtotal coal, sand, gravel, rock and other	20	0	0	20	0	20	0	20	
4277 phosphate rock	0	0	0	0	0	0	0	0	
4301 sand & gravel	20	0	0	20	0	20	0	20	

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

Commodity	Grand Total	Foreign		Domestic		Total	Foreign	Domestic	Total
		Imports	Exports	Imports	Exports				
Subtotal iron ore and scrap	5	---	---	---	---	5	---	---	5
Subtotal non-ferrous ores and scrap	52	---	---	---	---	52	---	---	52
4920 non-ferrous ores, nec	52	---	---	---	---	52	---	---	52
Subtotal other non-ferrous mts.	21	20	---	---	---	20	---	---	21
4900 non-ferrous mts, nec	21	20	---	---	---	20	---	---	21
Subtotal paper products	11	---	---	---	---	11	---	---	11
6150 paper products, nec	11	---	---	---	---	11	---	---	11
Subtotal lime, cement and glass	104	---	---	---	---	104	---	---	104
5220 cement & concrete	84	---	---	---	---	84	---	---	84
5240 glass & glass prod.	1	---	---	---	---	1	---	---	1
5230 lime, refract. prod.	20	---	---	---	---	19	---	---	20
Subtotal primary iron and steel products	1	---	---	---	---	1	---	---	1
5570 iron pig & ladle	1	---	---	---	---	1	---	---	1
5590 primary iron, nec	0	---	---	---	---	0	---	---	0
Subtotal primary non-ferrous metal products	4	---	---	---	---	4	---	---	4
5421 copper	0	---	---	---	---	0	---	---	0
5440 lead, metal products	4	---	---	---	---	4	---	---	4
Subtotal primary wood products	44	---	---	---	---	44	---	---	44
5540 primary wood prod.	44	---	---	---	---	44	---	---	44
Subtotal other metal products	11	---	---	---	---	11	---	---	11
Subtotal other metal products	11	---	---	---	---	11	---	---	11
6124 fish (not shellfish)	8	---	---	---	---	8	---	---	8
6126 shellfish	3	---	---	---	---	3	---	---	3
Subtotal vegetable products	27	---	---	---	---	27	---	---	27
6623 vegetable oil	2	---	---	---	---	2	---	---	2
6624 vegetable & prod.	2	---	---	---	---	2	---	---	2
Subtotal processed grain and animal feed	2	---	---	---	---	2	---	---	2
6747 grain mill products	2	---	---	---	---	2	---	---	2
6732 animal feed, prod.	0	---	---	---	---	0	---	---	0
Subtotal other agricultural products	915	---	---	---	---	915	---	---	915
6911 meat, fresh, frozen	0	---	---	---	---	0	---	---	0
6917 fruit, prepared	0	---	---	---	---	0	---	---	0
6925 fish, prepared	0	---	---	---	---	0	---	---	0
6929 wheat, animal cbs.	0	---	---	---	---	0	---	---	0
6929 animal & prod., nec	0	---	---	---	---	0	---	---	0
6927 fruit & prod., nec	0	---	---	---	---	0	---	---	0
6925 alcoholic beverages	0	---	---	---	---	0	---	---	0
6927 protein	345	---	---	---	---	345	---	---	345
6929 food products, nec	0	---	---	---	---	0	---	---	0
6929 tobacco & products	0	---	---	---	---	0	---	---	0
Subtotal machinery, nec	424	---	---	---	---	424	---	---	424
7110 machinery (not elcd)	4	---	---	---	---	4	---	---	4
7120 electrical machinery	49	---	---	---	---	49	---	---	49
7210 vehicles & parts	0	---	---	---	---	0	---	---	0
7220 ships & parts	0	---	---	---	---	0	---	---	0
7220 ships & boats	0	---	---	---	---	0	---	---	0
7400 minerals, wood prod.	16	---	---	---	---	16	---	---	16
7500 waste products	0	---	---	---	---	0	---	---	0
7600 rubber & plastic pr.	0	---	---	---	---	0	---	---	0
7600 minerals, prod., nec	365	---	---	---	---	365	---	---	365
Subtotal other	25	---	---	---	---	25	---	---	25
8000 unknown or nec	25	---	---	---	---	25	---	---	25

KODIAK HARBOR, AK

Suction includes: Channel 200 feet wide between Near Island and Kodiak Island to the King Crab, Inc. Dock in St. Paul Harbor including the boat beam; Channel Depth: about 25 feet in the channel and 12 feet in the boat beam; 30 feet in St. Paul Harbor.

Comparative Statement of Traffic (thousand short tons)

Year	Total	Foreign		Domestic		Total
		Imports	Exports	Imports	Exports	
1987	217	44	16	173	157	217
1988	216	57	16	159	143	216

Freight Traffic, 1988 (thousand short tons)

Commodity	Grand Total	Foreign		Domestic		Total
		Imports	Exports	Imports	Exports	
Subtotal iron ore and scrap	5	---	---	---	---	5
Subtotal non-ferrous ores and scrap	52	---	---	---	---	52
Subtotal other non-ferrous mts.	21	20	---	---	---	20
Subtotal paper products	11	---	---	---	---	11
Subtotal lime, cement and glass	104	---	---	---	---	104
Subtotal primary iron and steel products	1	---	---	---	---	1
Subtotal primary non-ferrous metal products	4	---	---	---	---	4
Subtotal primary wood products	44	---	---	---	---	44
Subtotal other metal products	11	---	---	---	---	11
Subtotal vegetable products	27	---	---	---	---	27
Subtotal processed grain and animal feed	2	---	---	---	---	2
Subtotal machinery, nec	424	---	---	---	---	424
Subtotal other	25	---	---	---	---	25
Unknown or nec	25	---	---	---	---	25

KODAK HARBOR, AK  
 Freight Total, 1990 - continued  
 (thousand short tons)

Commodity	Grand Total	Foreign		Canadian	Domestic		Total
		Imports	Exports		Exports	Receipts	
Subtotal petroleum products	72	-	0	20	52	42	10
2211 gasoline	61	-	0	17	41	57	4
2290 kerosene fuel oil	11	-	0	-	11	5	6
2340 kerosene	0	-	0	-	0	-	0
2440 fuel natural gas	0	-	0	-	0	-	0
Subtotal bituminous coal	12	-	11	-	-	-	1
Subtotal bituminous coal products	72	-	11	-	-	-	1
5120 phosphate fert.	5	-	0	-	1	0	1
5140 fert. & manur. nec	2	-	0	-	-	-	-
Subtotal other chemicals and related products	0	-	0	-	-	-	-
3270 plastic	0	-	0	-	-	-	-
3282 polymers & papers	0	-	0	-	-	-	-
3285 perfumes & deodorants	0	-	0	-	-	-	-
3295 plastics	0	-	0	-	-	-	-
3299 chem. products nec	1	-	0	-	1	0	1
Subtotal wood products	47	-	3	-	44	45	0
4410 sawn wood	3	-	3	-	0	3	0
Subtotal forest prod./logs, wood and chips	3	-	3	-	0	3	0
4170 wood l. the rough	3	-	3	-	0	3	0
4190 lumber	0	-	0	-	0	0	0
Subtotal soil, sand, gravel, rock and stone	82	-	3	-	82	82	0
4331 sand & gravel	33	-	3	-	33	33	0
4332 vitreous/impur. mat	49	-	0	-	49	49	0
Subtotal non-ferrous ores and scrap	392	-	392	-	0	0	0
4490 non-ferrous ores nec	392	-	392	-	0	0	0
Subtotal other non-ferrous mts.	0	-	0	-	0	0	0
4400 non-ferrous mts. nec	0	-	0	-	0	0	0
Subtotal primary non-ferrous metal products	0	-	0	-	0	0	0
4490 mts. metal products	0	-	0	-	0	0	0
Subtotal iron and steel 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
4290 mts. mineral prod.	0	-	0	-	0	0	0
Subtotal primary iron and steel products	0	-	0	-	0	0	0
5320 iron primary forms	0	-	0	-	0	0	0
5370 mts. pig & cast	0	-	0	-	0	0	0
Subtotal primary non-ferrous metal products	0	-	0	-	0	0	0
4490 mts. metal products	0	-	0	-	0	0	0
Subtotal misc. products	43	-	35	-	8	8	0
8134 mts (not shattin)	43	-	35	-	8	8	0
8136 shattin	0	-	0	-	0	0	0
Subtotal vegetable products	0	-	0	-	0	0	0
6625 vegetable oils	0	-	0	-	0	0	0
Subtotal processed grain and animal feeds	0	-	0	-	0	0	0
6747 grain mill products	0	-	0	-	0	0	0
6781 hay & fodder	0	-	0	-	0	0	0
6782 animal feed, prep.	0	-	0	-	0	0	0
Subtotal other agricultural products	24	-	10	-	14	14	0
6911 milk, fresh, frozen	24	-	10	-	14	14	0
6924 fish, prepared	0	-	0	-	0	0	0
6925 mts. & prod. nec	0	-	0	-	0	0	0
6985 fruit juices	0	-	0	-	0	0	0
6989 food products nec	0	-	0	-	0	0	0
Subtotal manufacturing, engineering, machinery, and products	84	-	0	-	84	84	0
7110 machinery (not elec)	84	-	0	-	84	84	0
7120 electrical machinery	0	-	0	-	0	0	0
7210 vehicles & parts	0	-	0	-	0	0	0
7290 ships & boats	0	-	0	-	0	0	0
7400 manurac. wood prod.	0	-	0	-	0	0	0
7500 textile products	0	-	0	-	0	0	0
7600 rubber & plastic pr.	0	-	0	-	0	0	0
7800 manurac. prod. nec	34	-	0	-	34	34	0
Subtotal of total shipments	1	-	0	-	1	1	0
Subtotal of total receipts	1	-	0	-	1	1	0
8900 Unknown or nec	1	-	0	-	1	1	0

UNALASKA BAY AND ISLAND, AK

Section Included: Entire harbor, Conowing Depth: 25 feet in entrance channel at mean lower low water. Project Depth: 25 feet at mean lower low water.

Comparative Summary of Traffic (Thousands short tons)

Year	Total	Imports	Exports	Imports	Exports	Total	Year
1967	308	145	163	1,055	1,055	1,363	1968
1968	308	145	163	1,055	1,055	1,363	1969
1969	755	1,179	1,179	1,179	1,179	2,358	1970
1970	755	1,179	1,179	1,179	1,179	2,358	1971
1971	755	1,179	1,179	1,179	1,179	2,358	1972
1972	755	1,179	1,179	1,179	1,179	2,358	1973
1973	755	1,179	1,179	1,179	1,179	2,358	1974

Freight Traffic, 1968 (thousand short tons)

Commodity	Grand Total	Imports		Exports		Domestic Consignments	Foreign Consignments	Total	Imports	Exports	Domestic Consignments	Foreign Consignments	Total
		1968	1969	1968	1969								
Total, all commodities	266	145	121	22	145	236	236	145	121	22	236	236	266
1100 coal lignite	67	67	0	0	0	0	0	67	0	0	0	0	67
Total petroleum products	246	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal petroleum products	41	0	0	0	0	0	0	0	0	0	0	0	0
2211 gasoline	3	0	0	0	0	0	0	0	0	0	0	0	0
2221 kerosene	182	0	0	0	0	0	0	0	0	0	0	0	0
2330 diesel fuel oil	15	0	0	0	0	0	0	0	0	0	0	0	0
2340 residual fuel oil	3	0	0	0	0	0	0	0	0	0	0	0	0
2350 kerosene	0	0	0	0	0	0	0	0	0	0	0	0	0
2360 kerosene & greases	0	0	0	0	0	0	0	0	0	0	0	0	0
2439 naptha & solvents	0	0	0	0	0	0	0	0	0	0	0	0	0
2450 asphalt, tar & pitch	0	0	0	0	0	0	0	0	0	0	0	0	0
2460 petroleum coke	0	0	0	0	0	0	0	0	0	0	0	0	0
2460 liquid natural gas	0	0	0	0	0	0	0	0	0	0	0	0	0
2800 petro. products nec	0	0	0	0	0	0	0	0	0	0	0	0	0
Total chemicals and allied products	11	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal fertilizers	0	0	0	0	0	0	0	0	0	0	0	0	0
3150 nitrogen fert.	0	0	0	0	0	0	0	0	0	0	0	0	0
3150 potassic fert.	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal other chemicals and related products	0	0	0	0	0	0	0	0	0	0	0	0	0
3211 soybean hydrocarbons	0	0	0	0	0	0	0	0	0	0	0	0	0
3219 other hydrocarbons	0	0	0	0	0	0	0	0	0	0	0	0	0
3220 alcohols	0	0	0	0	0	0	0	0	0	0	0	0	0
3240 nitrogen fert. comp.	0	0	0	0	0	0	0	0	0	0	0	0	0
3250 organic-nitrogen comp.	0	0	0	0	0	0	0	0	0	0	0	0	0
3260 organic comp. nec	0	0	0	0	0	0	0	0	0	0	0	0	0
3278 ammonia	0	0	0	0	0	0	0	0	0	0	0	0	0
3274 sodium hydroxide	0	0	0	0	0	0	0	0	0	0	0	0	0
3276 inorg. acid, bases, & halogen salts	0	0	0	0	0	0	0	0	0	0	0	0	0
3278 metallic salts	0	0	0	0	0	0	0	0	0	0	0	0	0
3281 radioactive material	0	0	0	0	0	0	0	0	0	0	0	0	0
3282 pigments & paints	0	0	0	0	0	0	0	0	0	0	0	0	0
3285 coloring mat. nec	0	0	0	0	0	0	0	0	0	0	0	0	0
3294 medicines	0	0	0	0	0	0	0	0	0	0	0	0	0
3296 perfumes & cleaners	0	0	0	0	0	0	0	0	0	0	0	0	0
3296 plastics	0	0	0	0	0	0	0	0	0	0	0	0	0
3301 pesticides	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 explosives	0	0	0	0	0	0	0	0	0	0	0	0	0
3398 chem. products nec	0	0	0	0	0	0	0	0	0	0	0	0	0
Total forest products	12	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal forest products	12	0	0	0	0	0	0	0	0	0	0	0	0
4101 wood chips	0	0	0	0	0	0	0	0	0	0	0	0	0
4101 wood chips	0	0	0	0	0	0	0	0	0	0	0	0	0
4170 wood in the rough	0	0	0	0	0	0	0	0	0	0	0	0	0
4188 lumber	0	0	0	0	0	0	0	0	0	0	0	0	0
4190 forest products nec	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal soil, sand, gravel, rock and stone	0	0	0	0	0	0	0	0	0	0	0	0	0
4331 sand & gravel	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal iron ore and scrap	0	0	0	0	0	0	0	0	0	0	0	0	0
4420 iron & steel scrap	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal non-ferrous ores	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal non-ferrous ores nec	0	0	0	0	0	0	0	0	0	0	0	0	0
4490 non-ferrous ores nec	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal sulphur, clay and shale	0	0	0	0	0	0	0	0	0	0	0	0	0
4702 clay & refract. mat.	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal other nonmetal. min.	0	0	0	0	0	0	0	0	0	0	0	0	0
4800 non-metal. min. nec	0	0	0	0	0	0	0	0	0	0	0	0	0
Total primary manufactured goods	2	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal paper products	2	0	0	0	0	0	0	0	0	0	0	0	0
5110 newsprint	0	0	0	0	0	0	0	0	0	0	0	0	0
5120 paper & paperboard	0	0	0	0	0	0	0	0	0	0	0	0	0
5190 paper products nec	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Commodity	Grand Total	Foreign		Canadian		Domestic			Inland
		Imports	Exports	Imports	Exports	Imports	Exports	Imports	
Subtotal Iron, cement and steel	1404	0	1100	1	1111	0	1100	1100	1
6210 Iron	1404	0	1100	1	1111	0	1100	1100	1
6220 cement & concrete	0	0	0	0	0	0	0	0	0
6240 glass & glass prod.	0	0	0	0	0	0	0	0	0
6290 misc. mineral prod.	0	0	0	0	0	0	0	0	0
Subtotal primary iron and steel products	1404	0	1100	1	1111	0	1100	1100	1
6290 Iron, pig iron & scrap	0	0	0	0	0	0	0	0	0
6300 Iron, pig iron & scrap	0	0	0	0	0	0	0	0	0
6370 Iron pipe & tube	0	0	0	0	0	0	0	0	0
Subtotal primary non-ferrous metal products	0	0	0	0	0	0	0	0	0
6471 copper	0	0	0	0	0	0	0	0	0
6472 aluminum	0	0	0	0	0	0	0	0	0
6473 structural prod. nnc	0	0	0	0	0	0	0	0	0
6480 Iron, metal products	0	0	0	0	0	0	0	0	0
Subtotal primary wood products	0	0	0	0	0	0	0	0	0
6540 primary wood prod.	0	0	0	0	0	0	0	0	0
Subtotal land farm products	0	0	0	0	0	0	0	0	0
6734 grain (not straw)	0	0	0	0	0	0	0	0	0
6736 straw	0	0	0	0	0	0	0	0	0
Subtotal vegetable products	0	0	0	0	0	0	0	0	0
6823 vegetable oil	0	0	0	0	0	0	0	0	0
6824 vegetable & prod.	0	0	0	0	0	0	0	0	0
Subtotal processed grains	0	0	0	0	0	0	0	0	0
6747 grain mill products	0	0	0	0	0	0	0	0	0
6761 hay & fodder	0	0	0	0	0	0	0	0	0
6762 animal feed, prep.	0	0	0	0	0	0	0	0	0
Subtotal other agricultural products	0	0	0	0	0	0	0	0	0
6811 meat, fresh, frozen	0	0	0	0	0	0	0	0	0
6822 dairy products	0	0	0	0	0	0	0	0	0
6823 fish, prepared	0	0	0	0	0	0	0	0	0
6826 liquor, animal oil	0	0	0	0	0	0	0	0	0
6829 straws & prod. nnc	0	0	0	0	0	0	0	0	0
6867 feed & other nnc	0	0	0	0	0	0	0	0	0
6868 fish, fresh	0	0	0	0	0	0	0	0	0
6869 alcoholic beverages	0	0	0	0	0	0	0	0	0
6867 groceries	0	0	0	0	0	0	0	0	0
6868 food products nnc	0	0	0	0	0	0	0	0	0
6869 tobacco & products	0	0	0	0	0	0	0	0	0
6865 cotton	0	0	0	0	0	0	0	0	0
6866 farm products nnc	0	0	0	0	0	0	0	0	0
Subtotal manufacturing and construction products	0	0	0	0	0	0	0	0	0
7110 machinery (not elec)	0	0	0	0	0	0	0	0	0
7120 electrical machinery	0	0	0	0	0	0	0	0	0
7210 vehicles & parts	0	0	0	0	0	0	0	0	0
7220 aircraft & parts	0	0	0	0	0	0	0	0	0
7230 ships & boats	0	0	0	0	0	0	0	0	0
7400 machinery, wood prod.	0	0	0	0	0	0	0	0	0
7500 textile products	0	0	0	0	0	0	0	0	0
7600 rubber & plastic pr.	0	0	0	0	0	0	0	0	0
7800 musical, prod. nnc	0	0	0	0	0	0	0	0	0
Subtotal transportation or public utilities equipment	0	0	0	0	0	0	0	0	0
8000 unknown or nnc	0	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 Franke	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 BARGE 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 <del>QUESTIONS</del> 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 <sup>PRE-</sup> 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 <del>IS</del> 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 <del>THE</del> R.P. TO ATTEND NEXT MTG.
M.H.	Tape 2 001	REQUEST FOR COAST GUARD TESTIMONY
R.T.	125	COAST GUARD PERSPECTIVE
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 <del>1520</del>	NECESSARY <del>ARRANGED</del> 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

<b>NON LOCAL</b>		<b>76 Total</b>			
	Caucasian	28	37%		
	Native	48	63%		
	<b>TOTAL</b>	<b>76</b>			
<b>LOCAL</b>					
	African American	4	7%		
	Asian	10	18%		
	Caucasian	28	50%		
	Hispanic	7	13%		
	Native	4	7%		
	Other	2	4%		
	<b>TOTAL</b>	<b>56</b>			
				<b>132</b>	
<b>TOTALS</b>	<b>NATIVE</b>			<b>NON-NATIVE</b>	<b>TOTAL</b>
Raiibek	3			25	28
Yukanna	38			3	41
Bristol Bay	7				7
Aleut	4			52	56
<b>TOTAL</b>	<b>52</b>	<b>39%</b>		<b>80</b>	<b>132</b>
				<b>61%</b>	

# 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 for 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, Unalakleet 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

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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**

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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.

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**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) 389-8635	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	Savin	Mr.
ECM/Hudson Maritime Services, LLC	ECMHudson	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 3199	Valdez	AK	99806	(907) 835-3837	(907) 835-5332	Paul	Gasser	Mr.
Unitech Environmental USA	Unitech	P.O. Box 240167	Anchorage	AK	99624	(907) 349-6142	(907) 349-2733	David	Seay	Mr.

**SCOMM**

**104:4**

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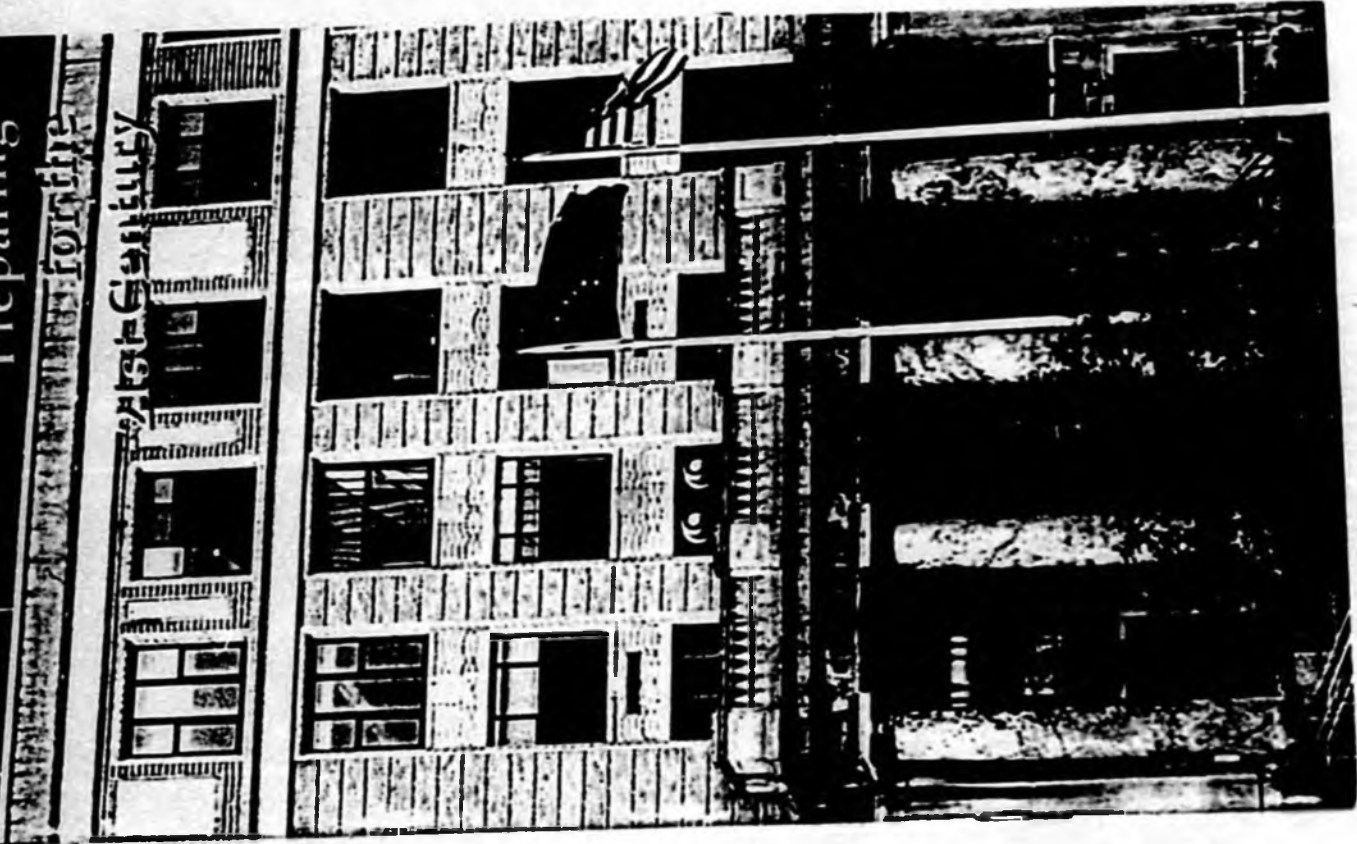
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# Trucking in Alaska

Preparing

for the

Alaska Safety



## **PETRO MARINE SERVICES**

Petroleum Marketing to the Marine Industry

**Petition for exemption from EPA limit on sulfur content in motor vehicle fuel  
Testimony before House Oil & Gas Committee  
12 August 1998**

We support the petition by the State of Alaska to EPA for a permanent exemption from the requirement to limit motor vehicle diesel fuel to no more than 0.05 % sulfur by weight.

Petro Marine Services is an Alaska owned and operated fuel marketing and distribution company. We serve 16 communities in Alaska many of which are isolated coastal communities not connected by roadways. The vast majority of the product is sold for use in vessels, for heating oil consumption and to other nonroad users. Highway diesel fuel sales amount to less than 2% of our total sales volume. If low sulfur diesel is mandated for highway use in the communities that we serve, it would have to be segregated from the moment it is purchased and throughout the transportation and distribution network. All of the fuel that we purchase for sale is moved via tank barge to our fuel plants. Providing segregation for small volumes of low sulfur diesel would greatly increase the cost per gallon and limit the flexibility and efficiency of our barging logistics. At our tank farms, we have nearly completed upgrading all facilities to meet the OPA '90 requirement for impermeable liners. It would be very costly to go back into these facilities now to add new tanks to provide segregated storage for low sulfur diesel. Ultimately, end-use consumers will bear the cost of meeting this requirement.

In addition to the added cost of segregation, all low sulfur diesel would have to be imported to Alaska, because no Alaska refiner currently produces this product. Normal supply routines would be disrupted in order to get low sulfur diesel fuel from the West Coast refiners. A great deal of the other fuel that we purchase in Alaska would also be purchased outside the state, because the tank barges could not travel to distant supply points simply to lift the small volumes of low sulfur diesel needed. As a consequence, a significant proportion of our annual fuel volume would be purchased off the West Coast thereby displacing Alaska fuel which could otherwise serve the local market. All this displaced fuel would be replaced with fuel carrying as much as 15 cents per gallon added freight charge due to the longer hauling distance. Alaska consumers should not be placed in a position whereby their energy costs will increase dramatically.



3111 "C" Street, Suite 500 • Anchorage, Alaska 99503

Phone (907) 562-5000 • Fax (907) 561-6500

A HARBOR ENTERPRISES COMPANY

All this seems an extraordinary disruption of the market and inflation of price to accommodate a product with relatively low sales volume statewide. The stated purpose of the Clean Air Act requirement for low sulfur diesel is to address health concerns associated with air-borne particulate. Alaskans rarely agree on any subject, but there appears to be a consensus that no general health problem exists here that could be corrected by this program. As stated in the state's petition to EPA, changing the motor vehicle diesel fuel requirement to low sulfur diesel will remove an insignificant amount of particulate matter from the air at an unacceptably high cost-to-benefit ratio. Compliance with the low sulfur diesel requirement is clearly unreasonable in consideration of the unique fuel supply economics in Alaska. We urge your continued support of a permanent exemption for all of Alaska.

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**PETRO MARINE SERVICES**

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Petroleum Marketing to the Marine Industry

# **MAPCO TESTIMONY ON HIGHWAY DIESEL**

**House Special Committee on Oil and Gas**

**August 12, 1998**

**MAPCO ALASKA PETROLEUM Inc. is here to clearly state our support for a full, final and permanent exemption for Alaska from the Sulfur requirements of the Clean Air Act that apply to diesel fuel used for transportation. The current exemption expires on October 1, 1998.**

**Nothing has changed since 1993 when the State first requested a waiver for sulfur in highway diesel that would indicate any other course of action. In fact, continued study and review during two temporary exemptions since that time have reinforced the desirability and need for the permanent exemption. And in April of 1998 EPA published its intent to issue a permanent exemption.**

**This committee has already heard the many reasons to support the permanent exemption. You have been told of the negative economic consequences that clearly outweigh any benefit from enforcing the sulfur requirements for highway diesel. Not granting the exemption would potentially require the importation of most if not all highway diesel. It would again require dyeing of non-highway diesel, which accounts for 95% of daily diesel use in Alaska. The separate tankage and other logistical requirements would pose an undue burden in rural areas of Alaska with the least competition. And these are the areas of Alaska that can least afford the economic burden of increased fuel costs.**

**MAPCO urges this committee to use all means possible to encourage EPA to promptly issue the full and final exemption. We also ask that you request DEC and the Governor write letters, make calls and take other appropriate measures to urge EPA to grant the full and final exemption.**

**Failure to receive this exemption as we near our fall and winter season could result in an emergency situation. Fuel would not be available to deliver foodstuffs, medical supplies, gasoline supplies and other commodities necessary for the health and safety of all Alaskans.**

**We appreciate your concern with this matter and request your prompt and comprehensive response in making sure EPA issues the full and final exemption in the next few days. We stand ready to offer our help and assistance to this end.**

**Thank you, and let me know if there are questions I can answer or others here with MAPCO can answer.**

**DEPARTMENT OF NATURAL RESOURCES**

*DIVISION OF OIL AND GAS*

3601 "C" STREET, SUITE 1380  
ANCHORAGE, ALASKA 99503-5948  
PHONE: (907) 269-8800

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

Fax (713) 656-1512

June 30, 1998

Exxon Company, U.S.A.  
Mark W. Albers, Manager Alaska Interests  
P.O. Box 2180  
Houston, TX 77252-2180

RE: Point Thomson Unit  
15th Plan of Development

Dear Mr. Albers:

Exxon Company, U.S.A. (Exxon) as unit operator originally submitted a 15<sup>th</sup> Plan of Development for the Point Thomson Unit (PTU) on October 1, 1997. By letter dated October 8, 1997, the Department of Natural Resources, Division of Oil and Gas (DO&G) notified Exxon that the plan was incomplete. DO&G recognized that the working interest owners had not shared the results of their respective exploratory efforts, and Exxon could not, therefore, write an integrated development plan. On December 24, 1997, DO&G approved an Interim Plan of Development (Interim POD) for the Point Thomson Unit. The Interim POD included the following requirements:

- 1) Exxon will submit current Exhibits A and B to the Unit Agreement by January 31, 1998.
- 2) By March 31, 1998, Exxon will:
  - (a) submit a list of the studies done to date with a synopsis of each one;
  - (b) submit a list of all agreements between the Point Thomson Unit owners with an explanation of each one; and
  - (c) provide a briefing on the results of the full field modeling and Parson's Study.
- 3) Exxon will also coordinate with ARCO to arrange a presentation of the 3D seismic data collected by ARCO under a farmout agreement with

Exxon by March 31, 1998, or analyze and present the information themselves if ARCO does not.

- 4) The division also requested a briefing by BP and Chevron during the first quarter of 1998, on the Plan of Exploration for the Sourdough prospect.
- 5) Exxon will submit a preliminary draft of its 15th plan of development for DNR review and comment at the April meeting, and submit a draft POD by May 15, 1998.
- 6) Exxon will file a 15th Plan of Development by June 8, 1998.

During the six-month term of the Interim POD Exxon committed to submit the data listed above and coordinate with the other working interest owners to develop a plan to delineate all of the reservoirs in the Point Thomson Unit. Exxon had until June 30, 1998, to develop and submit a complete 15th Plan of Development (15<sup>th</sup> POD) to DO&G. Exxon as unit operator fulfilled all of the requirements itemized above with the exception of number 2) (c). Exxon did not schedule a briefing on the Parson's Study during the period of the Interim POD, however by mutual consent we intend to have the briefing some time this year.

On May 14, 1998, Exxon submitted a draft of the 15<sup>th</sup> POD. DO&G staff commented on the draft plan during a teleconference call held Thursday May 21, 1998. Exxon submitted a revised draft 15<sup>th</sup> POD on June 5, 1998. DO&G suggested changes to the revised draft by fax on June 9, 1998. On June 16, 1998, Exxon incorporated the requested changes and faxed another revised draft to DO&G. After some discussion and a few minor changes, Exxon submitted the 15<sup>th</sup> POD in final on June 19, 1998. This process of meeting and reviewing the draft documents was beneficial to produce a comprehensive Plan of Development that is acceptable to the Unit Operator, all of the working interest owners and DO&G.

The 15<sup>th</sup> POD includes an update on the work completed during the term of the 14<sup>th</sup> POD and the Interim POD. It also includes plans to establish a common database, delineation plans, and development planning studies to be completed during the term of the 15<sup>th</sup> POD. Exxon plans to explore potential synergies between development of the oil and gas reserves in the unit area.

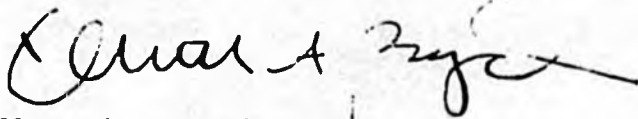
There has been considerable interaction between Exxon, the Working Interest Owners and DO&G over the past nine months to formulate a comprehensive plan to develop all potential reservoirs within the Point Thomson Unit Area. Finalizing Agreements between the Owners to share well and seismic data is the first step toward achieving an integrated plan of development. Only after those

Exxon Company, U.S. A.  
Point Thomson Unit  
15th Plan of Development  
June 30, 1998  
Page 3

Agreements are in place can the Owners incorporate their information into a shared database. A shared database is essential to produce consensus maps of the reservoirs within the PTU. The Owners shall demonstrate the exchange of sufficient data by September 30, 1998, to map the work contemplated by the 15<sup>th</sup> POD or the unit will be in default. The Owners shall provide a status report to the DO&G on or before September 30, 1998, to demonstrate the progress toward completing the first step. The Owners shall create a common technical PTU database and consensus maps for all prospective reservoirs within the PTU by September 30, 1999. The Owners shall present the consensus maps to DO&G before the end of the 15<sup>th</sup> POD. A review of the oil rim study results will also be presented to DO&G by September 30, 1998. A review of the Parson's Study may be scheduled along with the other review meetings.

DO&G considered the criteria in 11 AAC 83.303 and finds that the 15<sup>th</sup> POD protects the public interest. The 15<sup>th</sup> POD is approved for the period July 1, 1998 through September 30, 1999. The 16<sup>th</sup> Plan of Development is due on July 2, 1999, 90 days before the 15<sup>th</sup> POD expires.

Sincerely,



Kenneth A. Boyd  
Director

cc: BP Exploration (Alaska) Inc.  
Chevron U.S.A. Inc.  
Mobil Oil Corporation  
Oxy U.S.A. Inc.  
Phillips Petroleum Company  
Arco Alaska Inc.  
Thompson, Dept. of Law

**EXXON** COMPANY, U.S.A.

POST OFFICE BOX 2180 • HOUSTON, TEXAS 77252-2180

PRODUCTION DEPARTMENT  
ALASKA INTEREST

PAUL HUERTA  
EXPLOITATION MANAGER

June 19, 1998

VIA FAX (907 562-3852)  
AND AIRBORNE EXPRESS

Fifteenth Plan of Further Development  
and Operation  
Point Thomson Unit  
North Slope, Alaska

Mr. Kenneth A. Boyd, Director  
Division of Oil and Gas  
Alaska Department of Natural Resources  
3601 "C" Street, Suite 1380  
Anchorage, Alaska 99503-5948

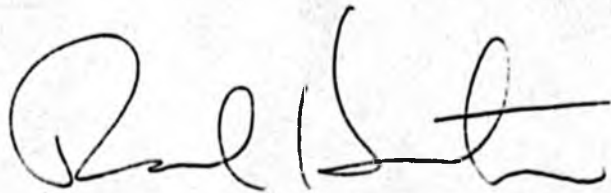
Dear Mr. Boyd:

Exxon, as Unit Operator and on behalf of the Working Interest Owners, hereby submits the enclosed Fifteenth Plan of Further Development and Operation (15th POD) for the Point Thomson Unit for your review and approval.

The 15th POD contains an update on the 14th and interim PODs, as well as the Owners work plans for the next 15 months.

Should you have any questions, please feel free to call me at 713 656-7111.

Sincerely,



JRG:rij  
Enclosure

RECEIVED

JUN 22 1998

DIV. OF OIL & GAS  
DIRECTOR'S OFFICE

## **POINT THOMSON UNIT**

### **Fifteenth Plan of Further Development and Operation and Update on the Fourteenth and Interim Plans of Further Development and Operation**

In accordance with all applicable regulations, attached below is the updated Fifteenth Plan of Further Development and Operation (POD) for the Point Thomson Unit (PTU) which is submitted by Exxon as Unit Operator and on behalf of the Working Interest Owners ("Owners").

#### **Overview**

During the term of the 14th and Interim PODs, the Owners continued their efforts to commercialize the PTU, with the focus on evaluating the potential of various Thomson Sand reservoir gas development scenarios. The Owners, through their technical efforts, improved their collective understanding of many of the complex technical challenges associated with developing a high pressure gas reservoir in a remote location. The drilling and completion technologies necessary to drill and produce expensive, high throw, large-bore wells at high production rates have been examined. Additionally, detailed geologic and reservoir simulation models have been completed to: (a) assist in the estimation of reserves and flowstreams for numerous development scenarios, and (b) prompt the orderly development of facility design concepts and cost estimates.

While the work accomplished pursuant to the 14th and Interim PODs has led to an increased understanding of the Thomson Sand reservoir by the Owners, hurdles to economic development remain; particularly, high well and facilities costs, lack of a gas market and transportation system, and the unique technical challenges associated with high pressure gas cycling. Consequently, development of the Thomson Sand gas is not economically justified at the present time. However, the Owners remain committed to finding ways to overcome the technical and commercial challenges associated with the resource in order to eventually commercialize all hydrocarbon accumulations in the PTU area.

Additionally, three of the PTU Owners (Exxon, BP and Phillips) have worked with the State of Alaska's North Slope Gas Commercialization Team which has recommended that changes be made to the State's tax and royalty structure to improve the economic feasibility of a North Slope gas project. This work culminated in the Governor's introduction of Stranded Gas legislation (HB 393) earlier this year. Several of the Owners testified at many legislative hearings, which culminated in the Legislature approving HB 393. Future fiscal legislation will continue to be monitored for applicability to PTU resource commercialization.

## **Update on the Fourteenth and Interim Plans of Development**

### **DNR Update**

On April 2, 1998, the Owners presented a PTU progress update to the staff of the Alaska DNR. The update included a report on the Thomson reservoir full-field model, an overview on Drilling Technology, a PTU Facility Screening Study which included screening level cost estimates, the Thomson Oil Rim and pre-Mississippian/Basement, as well as the PTU Common Database and future PTU Work Plans.

### **Development Steering Committee (DSC) Formation**

On June 11, 1997, the Owners approved the formation of the DSC. The DSC was charged with the coordination and development of a unit screening "tool kit" consisting of well design and cost estimates, facilities design and cost estimates, and selection and evaluation of development scenarios.

### **Fine Scale Geologic Model**

A fine scale state-of-the-art 3D geologic model of the Thomson Sand encompassing approximately 330 square miles was constructed. Consensus trend maps, generated by the Unit's Geologic and Reservoir Modeling Committee (GRMC), were used to outline the distribution of facies and porosity within the model. This fine scale geologic model provides the foundation for the Thomson Sand reservoir simulation models and for the evaluation of development scenarios.

### **Reservoir Simulation**

The reservoir simulation work was conducted by Exxon Production Research Company under the direction of the DSC. Initially, three reservoir simulation models were built to evaluate exploitation of the gas resource. The final results of this study were provided to the DSC participants on February 5, 1998. A fourth reservoir simulation model was built to evaluate possible oil rim depletion scenarios.

### **Well Design and Cost Estimates**

Well design evaluation was conducted by Exxon Production Research Company under the direction of the DSC. Screening level well cost ranges were developed and reviewed by DSC participants in March 1998.

### **Facilities Design and Cost Estimates**

Parsons Process Group Inc. was commissioned by the DSC to conduct a study to define "screening level" design and cost estimates for the facilities that would be required for various Thomson Sand development scenarios. The final results of this study were provided to the DSC participants on September 2, 1997.

### **Basement Studies**

A pre-Mississippian/Basement interpretation was presented to the Unit Owners, and an overview has been presented to the staff of the Alaska DNR.

### **Thomson Oil Rim Studies**

Geochemical analysis of the PTU-1 and C-1 cores was completed. These results have been presented to the Unit Owners, and an overview has been presented to the staff of the Alaska DNR. Further work may include an evaluation of the Mobil Staines River State #1 core, and if feasible, modeling of the producibility of the oil rim.

### **Flaxman Fan Studies**

A scoping study has been initiated to evaluate the Flaxman Sand (Brookian) accumulation. The Owners plan to refine this model with newly acquired 3D seismic data and the results will be incorporated into the overall Brookian studies.

### **Farmout Initiative**

The farmout agreements from Exxon, Mobil and Phillips required Arco to commence the acquisition of a western PTU 3D seismic survey, covering Unit Tracts 7, 8, 9, and 10, on or before March 31, 1997. According to Arco, Northern Geophysical commenced acquisition of the land portion of the required survey on or before March 30, and has now completed the acquisition of this data. The survey data has been processed and a copy of the land portion has been delivered to the Farmers. Arco conducted a proprietary presentation of the western PTU 3D seismic data with the staff of the Alaska DNR on April 7, 1998.

### **Appraisal Activity**

On March 13, 1997, BP and Chevron publicly announced that the Sourdough #3 Well had confirmed the prior oil discovery made by the Sourdough #2 Well. Both of the wells are located within the PTU. A proprietary review of Sourdough was conducted for the staff of the Alaska DNR by BP and Chevron on April 7, 1998. Further appraisal of the Brookian play, including a possible drillwell, is under consideration by BP and Chevron.

## **Fifteenth Plan of Development (15th POD)**

### **Common Database Plans**

The Owners request that the term of the 15th POD extend from July 1, 1998 through September 30, 1999. During the term of the 15th POD, the Owners will finalize trade agreements, which will grant them access to well and seismic data. The Owners will create a common technical PTU database and consensus maps for all prospective reservoirs within the PTU by September 30, 1999. The Owners will present the consensus maps to DNR before the end of the 15th POD. Consensus mapping means an effort by all major Owners to use the shared technical data and various individual Owner interpretations to produce unified (agreed upon), comprehensive interpretations of each reservoir. Consensus mapping is necessary to evaluate prospectivity within the Unit, and to ultimately support refinements in development planning studies and development modeling. Measurable progress has been made to date in this regard, and plans are in place to further this effort as indicated below:

- All major Owners in the PTU have signed a ballot agreeing to participate in a current geo-technical boring program (Ballot 98-1).

- The DSC will soon be considering an environmental studies ballot (Ballot 98-2) to assess potential impacts of future development plans in the PTU area.
- The DSC has agreed to conduct a pressure-volume-temperature (PVT) forum on or about June 11, 1998 to reach consensus on PVT analysis and characterization which will be shared among all the DSC members.
- The Owners will conduct a PTU well core party during mid to late July 1998 during which all cores will be analyzed to help with Brookian reservoir description and modeling. All Owners are securing necessary management approvals and are verifying the availability of all PTU well cores.
- The Owners met on May 26 and 27, 1998, and have scheduled two additional meetings to further discuss the common database and progress negotiations on the agreements to share this data. The Owners are targeting to have most agreements in place by September 1, 1998. The Owners meetings are tentatively scheduled for the week of June 22 in Houston, and during the week of July 27 in Alaska. The Owners will update the Alaska DNR on the status of the common database on or before September 30, 1998.

The draft Licensing Agreement for the northern PTU 3D surveys has been provided to all PTU Owners by BP and Chevron. The surveys are shown on the attached plat. With the acquisition of these surveys, as well as the reprocessed PTU 3D and the western PTU (Arco) 3D, geophysical and geologic mapping of the Brookian reservoirs will begin during the proposed term of the 15th POD. However, Owners' access to this data and total participation in all Brookian mapping efforts remain a challenge, due to varied ownership in the Brookian accumulations.

BP and Chevron have offered to include their Sourdough proprietary data into the common database discussed above, with adequate protection and value provided for the data. This will be discussed in more detail at the Owner meetings discussed above.

### Delineation Plans

POD 15 delineation activities will be primarily focused on acquiring 3D seismic data over the Brookian reservoirs as part of the development of the common technical database.

In the northern PTU/Flaxman area new 3D data has been acquired by BP and Chevron and is in the process of being evaluated for licensing by the Owners. The data that has been acquired is shown on the attached plat as 1997 OBC (Flaxman), 1998 West Island Corridor, and 1998 Flaxman Lagoon. This data, when processed, will be evaluated and integrated into the geologic model discussed above. BP intends to complete its 3D coverage along the northern and eastern portion of the PTU by year-end 1999 (conditions permitting). Owners have the option to acquire a license on this data and participate in Unit studies and mapping efforts for the Brookian reservoirs. Of course, one of the Owners' challenges is that Brookian accumulations are isolated and discrete and may not have similar ownership as that which exists within the Thomson reservoir. Each Owner will evaluate their particular need to acquire this data. The long-range plan is to merge all 3D data into one updated PTU 3D survey, as directed by the consortium of Owners.

In the western PTU area, Arco continues to evaluate its options pursuant to the recent trade agreements with Exxon, Mobil and Phillips.

In the southern PTU area, BP and Chevron continue to study further Brookian development, including possible plans for a drillwell in 1999. As plans develop for any drillwell, the Alaska DNR will be kept advised. At this time, no PTU Owner (including Arco) has a firm commitment for a drillable well location to submit to the DNR.

### **Development Planning Studies**

#### ***Thomson Gas Reservoir***

The Owners plan to complete the remaining scoping activities associated with Phase II of the Thomson reservoir study. The Unit "tool kit" developed during the 14th and Interim PODs will be used to refine gas cycling and blowdown development scenarios evaluated during Phase I of the study. Phase II of the Thomson Reservoir study includes optimization and high grading of locations and the number of drill sites, varying the location and number of producers and injectors, high grading gas offtake rate vs. facility costs and cost reduction. A PTU forum on PVT properties will be held on or about June 11, 1998, and will be based on a foundation of expanded PVT data sharing among the Owners. In addition, laboratory capillary pressure measurements are planned for additional facies representation. Depending upon the results of this effort, the Owners will undertake any additional work necessary to refine the current screening level design and cost estimates to match the upgraded scenarios. Once this effort is completed, Phase III operations, if warranted, will be progressed and could include conceptual engineering and appraisal delineation planning.

#### ***Thomson Oil Reservoir***

The Owners will perform additional geochemical analysis on core data from the Mobil Staines River State #1 well. Planned analysis of simulation results may result in additional investigation of oil rim depletion scenarios. A review of the oil rim study results will be held with the DNR by September 30, 1998, as requested.

#### ***Brookian Accumulations***

The Unit Owners will work together to build or update geophysical, geological, and reservoir models within the PTU area. Exxon as Unit Operator will coordinate the building or updating of as many specific Brookian development models as needed, after the common technical database is established. Consensus hydrocarbon flowrates and cost estimates will be developed to evaluate stand-alone Brookian developments and possible Brookian/Thomson co-developments. Assuming that the planned 3D activities occur as scheduled, the Brookian development models could be completed as soon as the 4th Quarter of 1999.

In addition, BP and Chevron have recently conducted a geotechnical program (soil borings) to help surface facilities and pipeline planning in the PTU area. The major Owners in the PTU have all signed ballots agreeing to share this data and pay their share of the costs for this work. BP and Chevron are also considering various engineering and environmental studies as well.