

SCOMM

127:26



**Special Committee on Military & Veterans' Affairs
Representative Mike Chenault, Chair**

Committee Members

Representative Bev Masek
Representative Lisa Murkowski
Representative Joe Green
Representative Pete Kott
Representative Sharon Cissna
Representative Joe Hayes

Alaska State Capitol, Room 432
Juneau, Alaska 99801-1182
Phone 907-465-3779
Fax 907-465-2833

AGENDA



March 13, 2001

Judiciary Room (120) 3:30 p.m.

- I. Call to order
- II. Roll call
- III. Introductions
- IV. SJR 10 – "A Resolution urging the United States Congress to fully fund the operational readiness and recapitalization requirements of the United States Coast Guard."
- V. Committee Comments
- VI. Public Testimony
- VII. HB 53 - "An Act establishing the Alaska Seismic Hazards Safety Commission ."
- VIII. Committee Comments
- IX. Public Testimony
- X. Next meeting scheduled for March 20, 2001
Agenda item HB 88 - "...Alaska Pioneers' Home to Alaska Pioneers' and Veterans' Home"
- XI. Adjournment

Special Committee on Military & Veteran Affairs
Representative Mike Chenault, Chair



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Representative Mike Chenault
Alaska State Capitol, Room 432
Juneau, Alaska 99801-1182
Phone 907-465-3779
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Email Representative_
Mike.Chenault@legis.state.ak.us

MEMORANDUM

Date: March 8, 2001

To: Suzanne Lowell, Chief Clerk

From: Representative Mike Chenault, Chair

Subject: Schedule for The Special Committee on Military & Veterans Affairs

The Special Committee on Military & Veterans' Affairs will meet *Tuesday, March 13th, from 3:30-4:30 in the House Judiciary Room.*

Please schedule the following:

AGENDA

SJR 10 - "A Resolution urging the United States Congress to fully fund the operational readiness and recapitalization requirements of the United States Coast Guard"

HB 53 - "An act establishing the Alaska Seismic Hazards Safety Commission"

Please schedule the following for *Tuesday, March 20th* :

HB 88 - "An Act changing the name of the Alaska Pioneers' Home to the Alaska Pioneers' and Veterans' Home Advisory Board; relating to services for veterans in the home; relating to the advisory board for the home; making other amendments to the statutes relating to the home; making conforming amendments to other statutes; and providing for an effective date."

Please schedule the following for *Tuesday, March 27th* :

Confirmation Hearing for Alaska Army National Guard - Brigadier General

Please feel free to contact Leona Oberts, the MLV committee aide, at #2811 if you have any questions.

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- I. Request for hearing**
- II. Fiscal Note**
- III. SJR – 10 “A Resolution urging the United States Congress to fully fund the operational readiness and recapitalization requirements of the United States Coast Guard.”**
- IV. Sponsor Statement**
- V. Support Documents**
 - a. Seventeenth Coast Guard District (hard copy of power point presentation)**
 - b. Anchorage Daily News article – published March 9, 2001**
- VI. Witness list**
- VII. Miscellaneous**



SENATOR ALAN AUSTERMAN

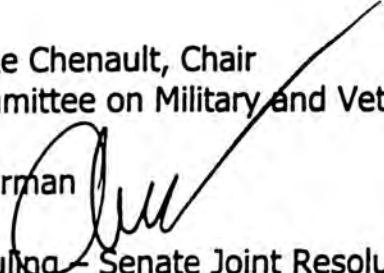
Alaska State Legislature

Interim: 112 Mill Bay Road, Kodiak, Alaska 99615 (907) 486-8872 • *Session:* State Capitol, Juneau, Alaska 99801 (907) 465-2487
senator_alan_austerman@legis.state.ak.us

MEMORANDUM

DATE: February 19, 2001

TO: Representative Mike Chenault, Chair
House Special Committee on Military and Veterans' Affairs

FROM: Senator Alan Austerman 

SUBJ: Request for Scheduling - Senate Joint Resolution 10

I respectfully request the House Special Committee on Military and Veterans' Affairs schedule a hearing for Senate Joint Resolution 10 at your earliest convenience.

This resolution urges the United States Congress to fully fund the operational readiness and recapitalization requirements of the United States Coast Guard.

The current copy of the resolution and sponsor statement is attached.

Please contact Cliff Stone of my staff at 2487 as required.

Thank you for your consideration.

FISCAL NOTE

STATE OF ALASKA
2001 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: SJR 10
 (S) Publish Date: 2/14/01

Revision Date/Time (Note if correction): _____ Dept. Affected: _____
 Title: US Coast Guard Funding BRU: _____
 Sponsor: Senator Austerman Component: _____
 Requester: Senate State Affairs Component Number: _____

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2001) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: SENATE STATE AFFAIRS COMMITTEE Phone 465-4522

Senator: /s/ SENATOR THERRIault Date 2/12/01
Committee Chair

SENATE JOINT RESOLUTION NO. 10
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SECOND LEGISLATURE - FIRST SESSION

BY SENATORS AUSTERMAN, Wilken, Kelly, Cowdery, Elton, Leman, Pearce, Taylor, Lincoln, Ward
REPRESENTATIVES Wilson, Stevens

Introduced: 1/30/01
Referred: State Affairs

A RESOLUTION

- 1 **Urging the United States Congress to fully fund the operational readiness and**
2 **recapitalization requirements of the United States Coast Guard.**

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

4 **WHEREAS** the United States Coast Guard is a military multi-mission maritime
5 service that has answered the calls of the United States public continuously for more than 210
6 years; and

7 **WHEREAS** the United States Coast Guard has provided critical services to the
8 citizens of Alaska; and

9 **WHEREAS**, throughout its history, the United States Coast Guard's roles as lifesaver
10 and guardian of the sea have remained constant, while its missions have evolved and
11 expanded with the growth of the nation; and

12 **WHEREAS** the mission of the United States Coast Guard is to protect the nation's
13 safety, security, environment, and economy; and

14 **WHEREAS** the United States Coast Guard's operating goals of safety, natural
15 resource protection, mobility, maritime security, and national defense enable it to touch
16 everyone in the nation; and

1 **WHEREAS** the United States Coast Guard pursues its goal of safety primarily
2 through its search and rescue and marine safety operations; and

3 **WHEREAS** the United States Coast Guard is the only organization or government
4 agency that has the extensive inventory of assets and expertise necessary to conduct search
5 and rescue operations for both recreational boaters and commercial mariners on lakes, on
6 rivers, in shore areas, and on the high seas; and

7 **WHEREAS** the United States Coast Guard provides the first line of defense in
8 protecting the maritime environment through its marine safety program, which ensures the
9 safe commercial transport of passengers and cargo, including oil, through the nation's waters,
10 and which guards the nation's maritime borders from incursions by foreign fishing vessels;
11 and

12 **WHEREAS** the United States Coast Guard serves as a global model of efficient
13 military multi-mission maritime service for the emerging coast guard organizations of the
14 world and helps friendly countries to become positive forces of peace and stability, which
15 promotes democracy and the rule of law; and

16 **WHEREAS** United States Coast Guard personnel are a highly motivated group of
17 people who are committed to providing essential and valuable services to the American
18 public; and

19 **WHEREAS** the United States Coast Guard military structure, law enforcement
20 authority, and humanitarian functions make it a unique arm of national security and enable it
21 to support broad national goals; and

22 **WHEREAS** the United States Coast Guard is well known for being the first to reach
23 the scene when maritime disaster strikes, and it continues to be given the task of protecting
24 the nation's waters from pollution, the nation's borders from drug smuggling, and the nation's
25 fisheries from being over harvested, and to be assigned additional duties that stretch thin its
26 personnel and resources;

27 **BE IT RESOLVED** that the Alaska State Legislature urges the United States
28 Congress to fully fund the United States Coast Guard's operational readiness and
29 recapitalization requirements to ensure that this humanitarian arm of the nation's national
30 security system remains "semper paratus" throughout the Twenty-First Century.

31 **COPIES** of this resolution shall be sent to the Honorable Dick Cheney, Vice-

1 President of the United States and President of the U.S. Senate; the Honorable Strom
2 Thurmond, President Pro-Tempore of the U.S. Senate; the Honorable J. Dennis Hastert,
3 Speaker of the U.S. House of Representatives; Admiral James M. Loy, Commandant of the
4 United States Coast Guard; and to the Honorable Ted Stevens and the Honorable Frank
5 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative, members of
6 the Alaska delegation in Congress.



SENATOR ALAN AUSTERMAN

Alaska State Legislature

Interim: 112 Mill Bay Road, Kodiak, Alaska 99615 (907) 486-8872 • *Session:* State Capitol, Juneau, Alaska 99801 (907) 465-2487
senator_alan_austerman@legis.state.ak.us

SPONSOR STATEMENT

Senate Joint Resolution 10

"A Resolution urging the United States Congress to fully fund the operational readiness and recapitalization requirements of the United States Coast Guard"

The United States Coast Guard is this nation's oldest and its premier maritime agency. The history of the Service is very complicated because it is the amalgamation of five Federal agencies. These agencies; the Revenue Cutter Service, the Lighthouse Service, the Steamboat Inspection Service, the Bureau of Navigation, and the Lifesaving Service, were originally independent, but had overlapping authorities and were shuffled around the government under a variety of names until they were all finally united under the umbrella of the Coast Guard. The multiple missions and responsibilities of the modern Service are directly tied to this diverse heritage and the magnificent achievements of all of these agencies.

The Coast Guard, through its forefathers, is the oldest continuous seagoing service and has fought in almost every war since the Constitution became the law of the land in 1789. The Coast Guard has traditionally performed two roles in wartime. The first has been to augment the Navy with personnel and cutters. The second has been to undertake special missions, for which peacetime experiences have prepared the Service with unique skills.

High-seas search and rescue has long presented the Coast Guard with one of its greatest challenges. When disaster occurs, hundreds of lives may be at stake. In October 1980, while almost 200 miles off Sitka, the Dutch cruise ship *Prinsendam* was jarred by explosions and stopped dead in the water after a fire started in the engine room. In spite of rough seas and strong winds, four Coast Guard, one Air Force and two Canadian helicopters plucked more than 500 shipwreck survivors from crowded lifeboats. Many of the survivors, mostly senior citizens, were lifted in rescue baskets to the awaiting Coast Guard Cutter *Boutwell*. Not one life was lost. The *Prinsendam* sank seven days later. Although most rescues aren't as dramatic as this one, the Guard has saved the lives of hundreds of people; from recreational boaters to commercial mariners and fishermen on lakes, on rivers, in shore areas, and on the high seas.

DISTRICT C

Kodiak Archipelago • Southeast Islands

SPONSOR STATEMENT - SJR 10

Page Two

The ecological responsibilities of the Service were greatly expanded by the purchase of Alaska in 1867. Fur seals were being hunted into extinction due to the value of their coats. In 1870 Congress restricted the number that could be killed. Beginning in 1894, small parties of Revenue Cutter Service personnel were camped on the Pribilof Islands to prevent raids on the rookeries. On 11 May 1908, Revenue Cutters were given the authority to enforce all Alaskan game laws. Clean waters have been a concern for many decades. The Refuse Act of 1899 was the first attempt to address the growing problem of pollution and was jointly enforced by the Army Corps of Engineers and the Revenue Cutter Service. Today, the current framework for the Coast Guard's Marine Environmental Protection program is the Federal Water Pollution Control Act of 1972. The 200-mile zone created by the Fishery Conservation and Management Act of 1976 quadrupled the offshore fishing area controlled by the United States. The Coast Guard has the responsibility of enforcing this law.

One of the most visible missions of the Coast Guard is boating safety. Their philosophy toward boating safety has been to educate the public rather than carry out punitive measures. The boating fatality rate during 1981 was 8.3 deaths for each 100,000 craft as compared to 21.4 deaths during 1965. There are over fourteen million boats in American waters requiring constant vigil.

In 1959, Fidel Castro took power in Cuba and within two years, the Coast Guard established patrols to aid refugees and to enforce neutrality, interdicting the transportation of men and arms. During the early 1970s, drug interception, took on increasing emphasis, which continues today. From 1963 through 1979, the Coast Guard seized 304 vessels, confiscated over \$4 billion in contraband and made 1,959 arrests.

It is not only this law enforcement authority, but also the Guard's military structure and the humanitarian functions that make it a unique arm of national security and enables it to support broad national goals.

We in Alaska are proud of the United States Coast Guard. It is my hope that through this resolution, the United States Congress hears a unified voice from our community. We want the Guard to remain "semper paratus" throughout the Twenty-First Century.



Alaska State Legislature 13 February 2001



- 33,000 miles of coastline
- 25,000 commercial vessels
- 200,000 non-commercial/recreational vessels
- Over 95% of all cargo shipped via vessels
- CG's Bottom Line....Protection of Life and the Alaskan Marine Environment

CHALLENGES

Poor Infrastructure
Harsh Weather
Huge Distances



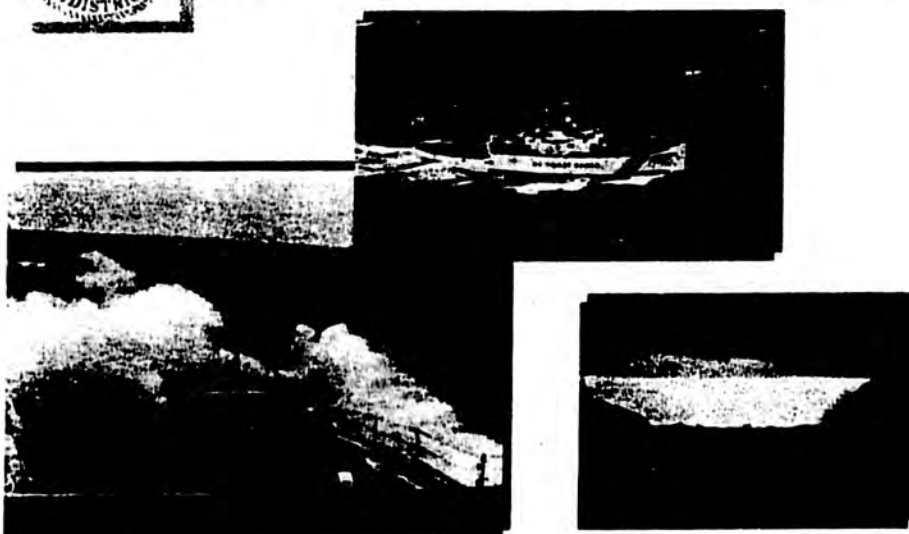
Challenges

27 Remote VHF and HF
Hi Sites in remote
locations

- Limited Satellite and VHF coverage
- Loran Stations located in remote areas (Attu, Port Clarence, Saint Paul, Shoal Cove)

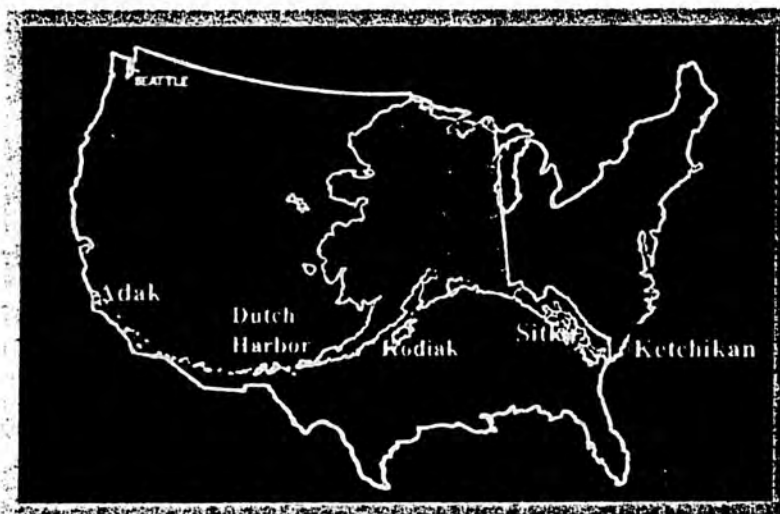


Challenges



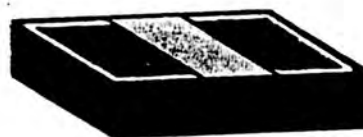


Challenges



Coast Guard Ledges

- \$200 million annual infusion into Alaska economies in salaries and purchases





Coast Guard District 17

- 1,800 Active Duty & Civilian personnel
- Reserve and Auxiliary



Coast Guard District 17





Maritime Safety



Coast Guard Units in Alaska 42 Units





- Long range helicopters forward deployed during crab fisheries
 - Cold Bay
 - Saint Paul Island
- Bering Sea cutter deployed with helicopter

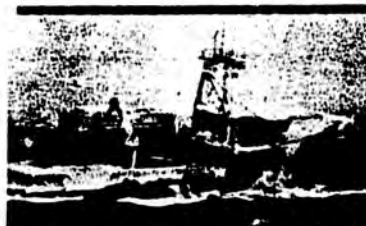


- SAR Cases: 920
- Lives Saved: 255
- Lives Assisted: 1255
- Southeast AK Medevacs: 53





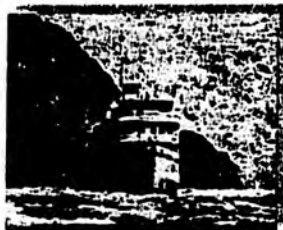
- Most dangerous occupation in U.S.
- Coast Guard safety program:
 - Dockside Exams
 - At Sea Boardings
 - "Ready for Sea" Safety Program
- 1980's Alaska fishing deaths averaged 40 /yr
- 7 lives lost in 2000





Alaska Small Passenger Vessel Safety

- Over 2 million passengers annually embark vessels in Alaska
- Four "abandon ships" in '99
 - Alaska Small Passenger Vessel Task Force
 - 5 Star Safety Program for Charter Boats



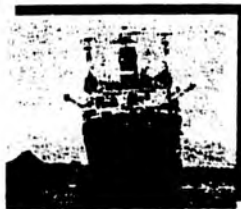
Alaska Boating Safety

- AK boating safety law increased visibility & saved lives
- Prevention through outreach and education
- "Kids Don't Float"- Free loaner life jackets on docks
- Establishing CG Auxiliary detachment in Whittier





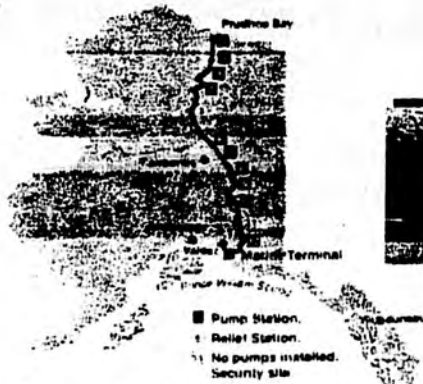
Patrol Boat in Alaska
1974-1975



Patrol Boat in Alaska
1974-1975

Major oil ports in Valdez and Cook Inlet





Working Both Ends of the Trans Alaska P'peline



Statewide "risk assessments" and
implementation of risk reduction
measures

- Inspect foreign vessels calling on
Alaska ports to ensure compliance with
U.S. and international safety and
environmental laws
- Periodic Oil Spill Response Exercises
- Respond to approx 600 oil spill and
chemical responses annually





Most closely regulated port in U.S.

- All tanker transits supervised by radar and Automated Identification System (AIS)
- Frequent exercises to ensure prepared to respond
- Recent scrutiny of Alyeska terminal safety



CG Federal On Scene Coordinator

- Buoytenders configured to recover oil
- Pre-positioned CG spill response equipment
- State "non tank vessel" legislation complements CG efforts





- Safety of Alaska cruise ships that carry over 600,000 passengers each year
- Addressing public concerns over environmental impacts
 - Garbage, oil, sewage and chemicals
- CG ensuring compliance with environmental laws through boardings, overflights and sampling



Increased overflights to detect discharges
Expanded environmental inspections
Sampling of overboard discharges
Implementing Murkowski's federal legislation





17th District Coast Guard Maritime Enforcement

- Largest allocation of CG resources
- High Seas Driftnet
- US/Russian Maritime Boundary Line
- Dixon Entrance
- Domestic Fisheries



17th District Coast Guard Domestic Fisheries Law Enforcement

- Over 200 time/area/species openers
- Largest Individual Fishing Quota fishery in world
- At sea boardings check fisheries and safety laws
- Surveillance of Stellar Sea Lion rookeries



DISTRIBUTION OF FISH

PINK, SOCKEYE
EAST KAMCHATKA
GULF OF ANADYR

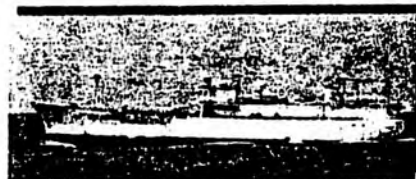
CHUM SALMON
HOKKAIDO, JA



\$300 million of Alaska salmon grazing on high seas



- 9 May, Foreign Fishing Vessel ARCTIC WIND located by aircraft fishing with high seas drift net, boarded and seized
- Honduras flag, South Korean owner, Russian Master and Crew
- Approx 1 ton of salmon on board (Chum, Sockeye and Chinook)



Seattle, Washington





Maritime Mobility

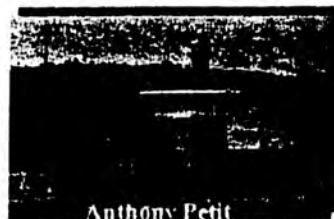
Deployment, maintenance and operation of over 1,300 Aids to Navigation

- Buoys
 - Fixed aids to navigation (shore lights)
 - LORAN Stations
 - Vessel Traffic Service (VTS Valdez)
- Mission to ensure safe, efficient and environmentally sound maritime operations



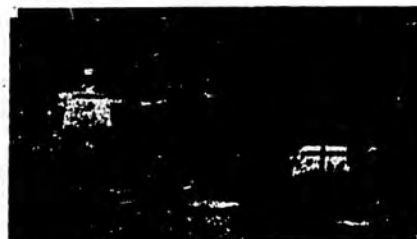
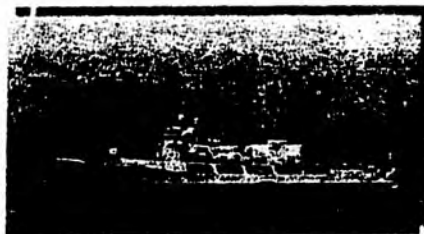
Maritime Mobility Alaskan Waterways

- Alaskan waterways are the major "highway"
- 1300+ buoys & lights maintained and LORAN



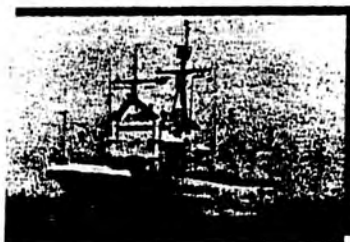


Pollock Fishery



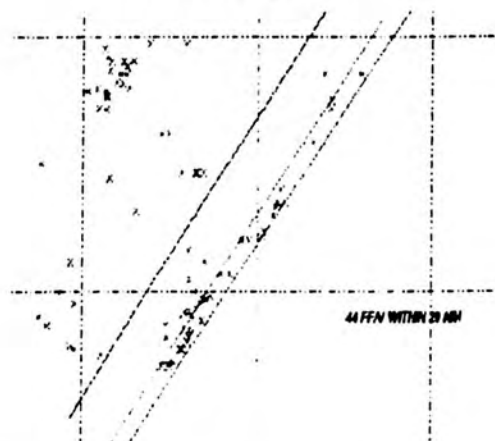
Pollock Fishery Management

- Multi-national fleet targeting pollock
- Poor catch rates on Russian side
 - Push Boundary Line for higher catch rates
- Largest use of CG cutters and C-130 a/c patrol effort
- Focus of D17/RS Federal Border Service Engagement





15 Aug 2000 MBL Scatter Plot of Aircraft Sightings



Summary of LEEA Data

	1999	2000
Incursions Detected	90	26
Vessels Identified	24	22
Joint US/RS Boardings	0	4
Vessels Seized (including two by FBS)	0	6
Vessels Given Verbal Warnings	4	9





USCGC HAMILTON on Patrol



FF/V MING CHANG Seized



P/V ANTIAS on Patrol



FF/V SPITAK in Dutch Harbor



Date	Vessel Name	Distance Over MBL	Summary
31 Jul 00	SPITAK (RS)	800 YDS	Seized by US \$186K settlement
12 Aug 00	MING CHANG (PRC)	1200 YDS	Joint Boarding w/ FBS Fined \$15K by RS Seized by US \$1.5M bond. Case Pends
05 Sep 00	KUM KANG SAN (KS)	1000YDS	Seized by US \$300K settlement
21 Sep 00	GEMINI (RS)	1000 YDS	Joint Boarding w/ FBS Seized by RS Fined \$86K by RS
23 Sep 00	ORCHID (KS)	600 YDS	Joint Boarding w/ FBS Fined \$18K by RS Seized by US \$750K settlement
08 Oct 00	EKARMA-3 (RS)	400 YDS	Joint Boarding w/ FBS Seized by RS Case pends



Naval Activity



Naval Activity

Support of DOD Missions

- **Naval Activity Alaska**
- **Northern Edge 2001 in Ketchikan, March**



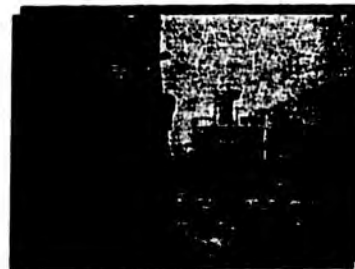


- Authority to establish and enforce maritime Safety and Security Zones to protect commercial and national interests



Readiness and Recapitalization

- Annual operating funds
- Spare parts
- C-130 availability 80%-60%
- Aging fleet
- Retaining trained personnel
- Replacement of aging infrastructure of ships and planes





Coast Guard in Alaska

Continental Excellence

- **Saving Lives**
- **Protecting the Environment**
- **Ensuring the Mobility of Waterways**

For All Alaskans



adn.com

Anchorage Daily News

*Coast Guard article provided to the House
Military & Veteran' Affairs Committee on
March 9, 2001 by Senator Alan Austerman.*

Ocean patrols sliced

COAST GUARD: Alaska rescue force maintained, but budget cuts limiting flights.

By Jonathan D. Salant
The Associated Press

(Published March 9, 2001)

Washington -- The Coast Guard, facing a \$91 million budget deficit, has reduced air and sea patrols by 10 percent.

Unless Congress comes up with the money to fill in the gap, the agency will have to scale back its patrols by around a third this summer, the Coast Guard's commandant, Adm. James Loy, told the House Transportation and Infrastructure Committee's subcommittee on the Coast Guard and maritime transportation.

"The angst that we live through is not the right way to run an airline," Loy said Thursday.

The Coast Guard is running in the red because of higher-than-expected energy costs and higher pay and benefits for the armed forces. Congress approved the higher armed forces benefits after passing the transportation spending bill, which includes the Coast Guard. As a result, the agency, unlike the armed services that fall under the Pentagon's budget, was not allocated the extra money to pay the higher salaries and other benefits.

In Alaska, with vastly more coastline to patrol than any other state, the Coast Guard will continue to maintain search and rescue operations, but law enforcement patrols are being cut back to save on fuel costs, said Lt. Cmdr. Ray Massey in Juneau. That means less patrol of commercial fishing grounds, of protected Steller sea lion rookeries, the maritime boundary separating Alaska and Russia, and the high seas where outlawed driftnetters sometimes operate, he said.

The Coast Guard's workhorse C-130 aircraft, operating out of Kodiak, will soon begin a 33 percent reduction in flight hours. "We normally fly six flights a week out of Kodiak," he said. Already, a voyage of the cutter Storis out of Kodiak was delayed by five days to save fuel money, meaning fewer fishing boats than normal were boarded, Massey said.

Loy's appearance in Congress came just a week after a six-day period that saw the Coast Guard seize 28,845 pounds of cocaine, about the same amount it captured in all of 1996. The Coast Guard found the drugs in the Atlantic, from Florida to the Caribbean, and the Pacific, from Mexico to Washington state.

Loy said the budget deficit has forced him to cut operations such as air and sea patrols -- saving on fuel costs -- after first reducing other parts of the Coast Guard budget, including travel and conferences.

Because of the 10 percent cut, Coast Guard patrols have already spent 3,000 fewer hours in the air and 4,800 fewer hours at sea than they would have had the agency not faced a deficit.

In addition, the Coast Guard has scaled back maintenance and is buying fewer spare parts. One of the Coast Guard's cutters was built in 1942 and was a command ship during World War II. Last November, nine men were dumped into the 36-degree Bering Sea after a 1,000-pound steel arm snapped off while lowering their small boat from the larger ship into the water. Maintenance had been reduced on the ship to save money.

Though the Coast Guard employs only as many people as it did in 1969 -- 35,000 -- Loy has had to reduce his recruitment efforts.

Rep. Frank LoBiondo, R-N.J., the subcommittee chairman, endorsed Loy's call for more money, and said he hoped the funding would be included in a supplemental spending bill later this year. LoBiondo said he has talked to Transportation Secretary Norman Mineta and top congressional Republicans to push for additional Coast Guard funding.

"I believe that a lack of adequate resources has seriously weakened the Coast Guard's ability to defend our borders against drug smugglers and our waterways from harm," LoBiondo said.

The Coast Guard spends millions of dollars annually to help people in distress and does not seek reimbursement from anyone, even those whose own risk-taking puts them in danger. Loy said he was opposed to imposing any fees on rescue operations, even though the money would help solve the Coast Guard's budget woes.

"Our raison d'être is to find those people in distress," Loy said. "I would not go in that direction."

Daily News reporter Wesley Loy contributed to this story.

On the Net:

U.S. Coast Guard: www.uscg.mil

House Transportation and Infrastructure Committee: www.house.gov/transportation

Close Window

SJR 10 -

Witness List

Tuesday, March 13, 2001

3:30 - 4:30

Senator Alan Austerman

465-2487

Cliff Stone (Sen. Austerman's staff)

465-2487