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SPECIAL COMMITTEE ON FOREIGN TRADE
February 28, 1989
12:00 p.m.

Members Present:

Rep. George Jacko, Chairman
Rep. Mike Davis
Rep. Johnny Ellis
Rep. Cliff Davidson
Rep. Bette Cato
Rep. Bill Hudson

Member Absent:

Rep. Virginia Collins

COMMITTEE CALENDER

HJR 28:

An act relating to Beringia International Biosphere Reserve.

Announcement on Hokkaido-Alaska Conference on Northern development.

CSSJR 15 (ITT):

Relating to the support of bilateral aviation agreements, et. al.

WITNESS REGISTER

Dr. Gary Anders
University of Alaska Southeast
Associate Professor of Economics
11120 Glacier Highway
Juneau, Alaska 99801
Phone: (907) 789-4402
Position Statement: Speaker

Senator Rick Uehling
Alaska State Legislature
Room 516, Capitol Building
Box V (MS 3100)
Juneau, Alaska 99811
Phone: 465-4821
Position Statement: Sponsor

Patrick Anderson
Dir. of Alaska Economic Center
University of Alaska Southeast
11120 Glacier Highway
Juneau, Alaska 99801
Phone: (907) 789-4402
Position Statement: speaker

Paul Meyeroff, Exec. Director
Alaska Int. Airport Systems
Anchorage Int. Airport (MS 2528)
P.O. Box 6204
Anchorage, Alaska 99502
Phone: (907) 266-1616
Position statement: speaker

ACTION NARRATIVE

TAPE 1, SIDE 1
Number 000

The meeting was called to order by Rep. Jacko at 12:04 p.m. Members present were Representatives Davidson, Davis, Ellis, Cato, and Hudson. Rep. Collins was absent.

Chairman Jacko opened the meeting by announcing that three resolutions were on the calender along with a overview of the Hokkaido-Alaska Conference on Northern Development by Dr. Gary Anders from the University of Alaska Southeast. Rep. Jacko stated it was unlikely that all three resolutions would be heard today.

HJR 28 by Rep. Davis encourages the biosphere between the Alaska and the Soviet Union called Beringia, to be maintained at is present condition. Attention would be drawn to the ecological importance of the area. Rep. Ellis commented that the resolution might imply additional protection of currents resources in the area and that should be clarified. Rep. Davis agreed.

Language on page two, line nine, was changed from basic resources to existing resources. Rep. Cato asked that HJR 28 be moved out committee with individual recommendations. The committee concured and HJR 28 was passed out the Resources committee.

Dr. Gary Anders gave an overview of the Hokkaido-Alaska Conference on Northern Development. The conference will be taking place in Juneau in April 17-19 in Centennial hall. Exchange of economic information on trade policy and development possibilities will be featured. The program also includes educational and cultural exchanges.

Guest speakers should have professional creditability and respectful following in their professions. Patrick Anderson emphasized that guests be welcomed graciously and that conference would emphasize policy making not academics. Asked committee members for suggestions on guest speakers. Rep. Hudson recommended Dr. Glen Olds speak on Pacific rim development.

Dutch Nigh, student representative, expounded on the opportunities that the conference provided. Emphasized that Alaska is not prepared to take advantage of trade possibilities that exist with foreign nations.

CSSJR 15 sponsored by Senator Uehling, expresses legislative support for on-going state and federal efforts to secure advantageous arrangements for Alaska's International Airports in international bilateral aviation agreements. Intention is to send strong message to federal counterparts in Washington.

Paul Meyeroff reiterated importance of bilateral agreements. Resolution sends a strong signal to the Congressional delegation, Bush Administration, and State and Transportation Departments that Alaska is in this as a player.

Rep. Davidson mentioned resolution should be perhaps more project specific. Meyeroff responded that generic language allowed for bilateral issues that can emerge suddenly. Rep. Davis moved that CSSJR 15 be moved out of committee with individual recommendations. No objections were voiced and it was moved out of committee.

Chairman Jacko held HJR 27 over to a later unspecified date due to time constraints. Thanking everyone, the meeting was then adjourned at 1:03 p.m.

NORTH SLOPE BOROUGH

OFFICE OF THE MAYOR

P.O. Box 89
Barrow, Alaska 99723

Phone: 907-852-2611

George N. Ahmaogak, Sr., Mayor



March 16, 1989

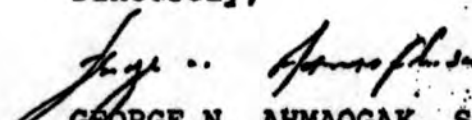
Representative George Jacko,
Chairman of Special Committee
on International Trade
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Jacko:

Enclosed for your information is the North Slope Borough position on House Joint Resolution #27. Any assistance that you may be able to give in moving this legislation quickly would be appreciated.

I appreciate the opportunity to communicate the concerns of the North Slope Borough and support those communities that this legislation will impact directly.

Sincerely,


GEORGE N. AHMAOGAK, SR.
Mayor

Enclosure

cc: Representative Eileen MacLean
Representative Jim Zawacki
SLI/HJR#27
Ann Stokes, NSB Attorney

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NORTH SLOPE BOROUGH

OFFICE OF THE MAYOR

P.O. Box 69
Barrow, Alaska 99723

Phone: 907-852-2611

George N. Ahmaogak, Sr., Mayor



NORTH SLOPE BOROUGH ON HOUSE JOINT RESOLUTION # 27

The North Slope Borough supports House Joint Resolution # 27, relating to compensation for lost revenue and income caused by the high seas interception of Alaskan salmon. It is clear that such interceptions, primarily by Japan, South Korea, and Taiwan, represent a great threat to both the economic well-being of Alaskan residents, and the continued viability of the Alaskan salmon stock. The resolution could perhaps be strengthened by placing further emphasis on the need to protect the fish stocks, and the proper allocation of the burden in this regard. Suggested additional clauses are as follows:

WHEREAS, the State of Alaska and Alaskan fisherman carefully and intensively manage the Alaskan harvest of salmon to insure the continued viability of the salmon stock; and

WHEREAS, the high seas interception of Alaskan salmon by foreign fleets is undertaken without regard for the continued well-being of the salmon stock; and . . .

These points are somewhat distinct from those already contained in the bill, and should not unduly lengthen the document.

govaff/resol.27/k

BY DAVIDSON, JACKO, MENARD,
FOSTER, ELLIS, CATO, MARTIN,
NAVARRE, BROWN, ZAWACKI AND
COLLINS

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 26

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 Supporting the establishment of Ports
6 Alaska.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 WHEREAS Alaska is a maritime state with 95 percent of its population
9 along navigable waterways; and

10 WHEREAS the future of the state is closely linked to the future of its
11 ports; and

12 WHEREAS Alaska's ice free ports at tide water are closer to the major
13 trade centers of the North Pacific than any other ports in North America;
14 and

15 WHEREAS Ports Alaska is a federation of independent ports in the state
16 organized to cooperate in mutually beneficial projects; and

17 WHEREAS the mission of Ports Alaska is to facilitate the realization
18 of the maximum potential of Alaska's ports; and

19 WHEREAS Ports Alaska supports the marketing and economic development
20 of Alaska's ports; and

21 WHEREAS it is important to develop a strategy to build a strong mari-
22 time industry in the state, now that state and federal revenues and expen-
23 ditures are declining;

24 BE IT RESOLVED that the Alaska State Legislature supports the estab-
25 lishment of Ports Alaska and the goal of Ports Alaska to maximize the
26 potential of the state's ports and to foster a strong maritime industry in
27 the state.

28 COPIES of this resolution shall be sent to each municipality in Alaska
29 and to each harbor master and port director in Alaska.

30 HCR026A

-1-

HCR 26

COMMITTEE COPY

Senator Rick Uehling

Downtown, Elmendorf, Northeast Anchorage



Co-Chairman, Senate Finance Committee
International Trade & Tourism Committee
State Affairs Committee

MEMORANDUM

To: Representative George Jacko
Chairman, Special Committee on Foreign Trade

From: Senator Rick Uehling
Co-Chairman, Senate Finance *R. Uehling*

Subject: CSSJR 15 (ITT), relating to the support of bilateral
aviation agreements, et. al.

Date: February 20, 1989

I would appreciate your scheduling CSSJR 15 (ITT) for a hearing before the House Special Committee on Foreign Trade at the earliest possible time.

This resolution will have the effect of expressing legislative support for ongoing state and federal efforts to secure advantageous arrangements for Alaska's International Airports in international bilateral aviation agreements.

I have enclosed backup materials for CSSJR 15 (ITT) for your committee files. Please call my office if there is additional information I can provide for you.

Thank you for your consideration.

RU/ma

attachments

Attachments:

- A. Description of Economic Impacts if Threatened Transpolar Overflights Take Place
 - Letter to Alaska International Airport Tourism Marketing Council
- B. Statistics Illustrating the Movement of Cargo Through the Alaska International Airport System
 - Anchorage International Airport
 - Fairbanks International Airport
- C. Polar Projection of Alaska's Location Relative to Other International Air Centers
- D. Description of Purpose and Structure of Alaska's Aviation Bilateral Committee (ABC)
- E. Summary of Recent Events Involving Bilateral Aviation Agreement Negotiations
 - Memo from Gina Marie Lindsey to Commissioner Hickey

Mr. Walter Hickel, Jr.
President
Alaska International Airport
Tourism Marketing Council
P.O. Box 104979
Anchorage, Alaska 99510

January 13, 1989

Dear Mr. Hickel,

The economic impact to the Alaska International Airport System and to the total economy of the State of Alaska due to the so-called "overflights" of our airports is great. The opening of Soviet airspace to Europe/Asia flights has negatively impacted the operations of the Alaskan airports. The planned operation by many major international carriers of new long-range aircraft such as the Boeing 747-400 series would most definitely mean fewer flights transitting Alaska as well.

Two international passenger carriers that are among the heaviest users of Anchorage International Airport, Japan Airlines and Lufthansa, have announced future plans for their Anchorage stations. Lufthansa will be eliminating passenger service through Anchorage in the summer of 1989. Anchorage's largest air carrier, JAL, has announced plans to reduce their passenger flights down to 4 a week by 1991, from the current 17 flights per week.

We calculate the loss to the State's economy caused by the elimination of these carrier's flights alone to equal approximately \$136,960,000 per year by 1991. This estimate includes the following components:

-AIAS Revenues		\$ 10,700,000
-Operations	\$2,900,000	
-Concession	7,800,000	
-State of Alaska General Fund		1,500,000
-Gasoline Tax	1,500,000	
-Non-Airport Revenue Losses		124,760,000
-concession	77,160,000	
-indirect impact	47,600,000	

		\$136,960,000 per year
		=====

Attached are the computations that support this estimate. These figures represent only the announced flight losses of two major international carriers and add up to a loss of about thirty percent of our international passenger flights.

The overflight plans of Air France, British Airways, China Airlines, Iberia Airlines, KLM, Korean Airlines, Sabena, Scandinavian Air Systems, and Swissair are not known at this time. The \$140,000,000 amount quoted above therefore represents what we believe to be the most conservative estimate of the possible negative effects to the economy and to AIAS and State General Fund revenues. A doubling of overflight losses to sixty percent of our current international flights is possible and would mean a loss to the state economy of approximately \$280,000,000 per year, \$20,000,000 loss of AIAS revenues, and \$3,000,000 in State General Fund revenues.

International airline and concession fees constitute fully sixty percent of the revenues of the International Airport System. The direct and indirect contributions of the international carriers keep costs down for all other operators, whether it be domestic airlines with flights to and from the Lower 48, commuter carriers, or businesses and individuals that lease tie-down spaces for small aircraft. It is therefore important to many Alaskans in Anchorage, Fairbanks and throughout the state that international flights through our airports continue at as high a level as possible.

As you are well aware, major airport marketing efforts began in earnest in November of 1987. While the Department of Transportation and Public Facilities has professionally managed and expanded the Anchorage and Fairbanks International Airports for many years, until last year there were no concerted efforts to market the airports. When the AIAS development team was created in November, 1987 we immediately did an analysis of the resources and strengths of the System. Two major directions for development seemed best to pursue: increased hub operations for international air cargo and international destination tourism. Alaska's major strength is its strategic location which means our major growth potential is in international markets.

With the Federal Express facility well under construction and cargo activity growing quickly, successful attainment of our first goal seems quite probable even in the short term. International destination tourism, however, remains a much more elusive target.

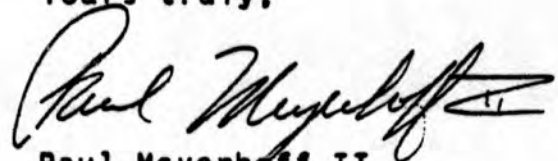
At an Anchorage Convention and Visitors Bureau event in Anchorage during the early summer of 1988, Governor Cowper announced a major new initiative to promote international tourism. The Governor's "Japanese Tourism Initiative" contains three major components: Increased development of Alaska visitor destinations, acquiring blocks of Alaska Destination airline seats, and increased promotion in Japan for Alaska travel opportunities. The Airport System heartily endorses the Governor's plan. We feel that successful completion of the plan in one of the keys to keeping a high level of international flights into our state.

While the Airport System continues to pursue the goal of attaining blocks of Alaska destination airline seats, we do not feel we should have a direct role in the development of Alaska destinations or in the promotion of Alaska travel opportunities. AIAS did fund \$140,000 in Japanese promotional efforts out of the FY88 AIAS Marketing monies, but we saw, and continue to see, our involvement as only a means to get tourism marketing efforts quickly expanded in Japan. We feel the Division of Tourism is the appropriate state agency to be in charge of this effort.

We wholeheartedly endorse your group's efforts to promote international destination tourism in Alaska. We understand quite clearly that failure to develop this relatively untapped market could mean a major drop in revenues to AIAS and the State General Fund and a catastrophic drop in economic activity within our state. Increased funding and focused planning for international tourism promotion is a move critical to retaining international passenger flights.

Please let us know what we can do to continue to assist you in your efforts.

Yours truly,



Paul Meyerhoff II
Executive Director

cc: D. Randy Simmons, DOT&PF Deputy Commissioner
Marketing Advisory Committee

ECONOMIC IMPACT OF OVERFLIGHTS
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I. LATEST ANNOUNCED AIRLINE OVERFLIGHT PLANS

A. Japan Airlines

Latest JAL plan shows flights through Anchorage will decrease from the current 17 round trip flights per week to 4 round trip flights per week in 1991

Result: A loss of 13 round trips per week or 1,352 flights per year.

B. Lufthansa

Planned complete elimination of passenger flights through Anchorage starting in July 1989. Lufthansa had 577 flights during FY1988.

Result: A loss of 577 flights per year.

C. Total Announced Overflight Plans

Japan Airlines	1,352 flights per year
Lufthansa	577 flights per year

	1,929 total flights per year

D. Announced Overflights as a Percentage of Existing International Passenger Flights

Announced Overflights	1,929
divided by:	
Total FY88 Flights (est.)	5,900
= 33% total loss of flights	

II. AVERAGE DIRECT REVENUE TO AIAS AND STATE PER FLIGHT
 -typical landing of B747-200
 -international passenger flight

Landing Fee:	775,000 lbs.	(\$.72/1000 lbs.)	=	\$ 558.00
Fuel Flowage:	32,000 gal.	(\$.02/gal.)	=	640.00
State Oil Tax:	32,000 gal.	(\$.025/gal.)	=	800.00
Docking Fee:				287.00
Federal Inspection Service Fee:				20.00

average total revenues per landing \$2,305.00
 =====

A. Direct AIAS Fees

Landing Fee \$	558.00
Fuel Flowage	640.00
Docking Fee	287.00
F.I.S. Fee	20.00

 \$1,505.00/flight x 1929 flights = \$2,903,145
 =====

or approximate total estimated losses of \$2,900,000.
 =====

B. State General Fund

State Oil Tax	\$800.00/flight x 1929 flights =	\$1,543,200
	=====	=====

or approximate total estimated losses of \$1,500,000.
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III. CONCESSION REVENUES TO AIAS PER FLIGHT
 -Duty Free shop, restaurants, currency exchange

A. Total FY88 North Terminal (International) Concession Revenues (to AIAS)

Marriott:	\$ 185,000.00
Forex:	79,217.44
Duty Free:	17,000,786.00
Alaskana:	135,541.61
David Green:	645,558.76
Meat & Seafood:	1,156,972.41

	\$19,203,074.00

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B. Average Concession Revenues to AIAS Per Flight

\$19,203,074.00
divided by 5,900 (est.) FY88 Flights
= \$3,254.75 per flight

**C. Estimated Losses to Concession Revenues to AIAS From
Announced International Passenger Flight Losses**

\$3,254.75/flight x 1,929 flights = \$6,278,412.70

NOTE: The flights that are starting to "overfly" Anchorage primarily have Japanese travellers on board. Since the average Japanese traveller spends considerably more money at duty free shops world-wide than travellers from other countries, we have added a 25% factor above the \$6,278,412.70 figure to reflect the fact that many of the duty free shop's "best" customers are now starting to "overfly" Alaska.

\$6,278,412.70 x 1.25 ("Japanese Factor") = \$7,848,015.80
or approximate total losses of \$7,800,000.

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**IV. AVERAGE REVENUES TO AIRPORT OPERATORS PER
INTERNATIONAL PASSENGER FLIGHT**

A. These figures include revenues from the following organizations:

-duty free shops, restaurants, flight kitchens, ground handlers and airlines (fuel purchases, crew hotel and transportation costs, salaries and overhead for staffs, etc.)

B. Previous analysis has shown these costs to be approximately \$40,000/flight.

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C. Estimated direct losses to the Alaskan economy from the loss of these international passenger flights:

\$40,000/flight x 1,929 flights = \$77,160,000 less of airport operators' revenues.

- D. Estimated indirect losses to the Alaskan economy from the loss of these airport operator revenues:

NOTE: To determine the indirect impact of the \$77,160,000 direct impact, we used a RIMS II Multiplier of .6174.

\$77,160,000 (direct) x .6174 (multiplier) = \$47,638,584
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or approximately \$47,600,000.

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- E. Estimated total losses to the Alaskan economy from the loss of these airport operator revenues:

Direct Losses	\$ 77,160,000
Indirect Losses	47,600,000

	\$124,760,000
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V. LOSS TO THE STATE'S ECONOMY

We calculate the loss to the State's economy caused by the elimination of these carrier's flights alone to equal approximately \$140,000,000 per year by 1991. This estimate includes the following components (rounded off):

-AIAS Revenues		\$ 10,700,000
-Operations	\$2,900,000	
-Concession	7,800,000	
-State of Alaska General Fund		1,500,000
-Gasoline Tax	1,500,000	
-Non-Airport Revenue Losses		124,760,000
-concession	77,160,000	
-indirect impact	47,600,000	

		\$136,960,000 per year
		=====

ANCHORAGE INTERNATIONAL AIRPORT

FISCAL YEAR

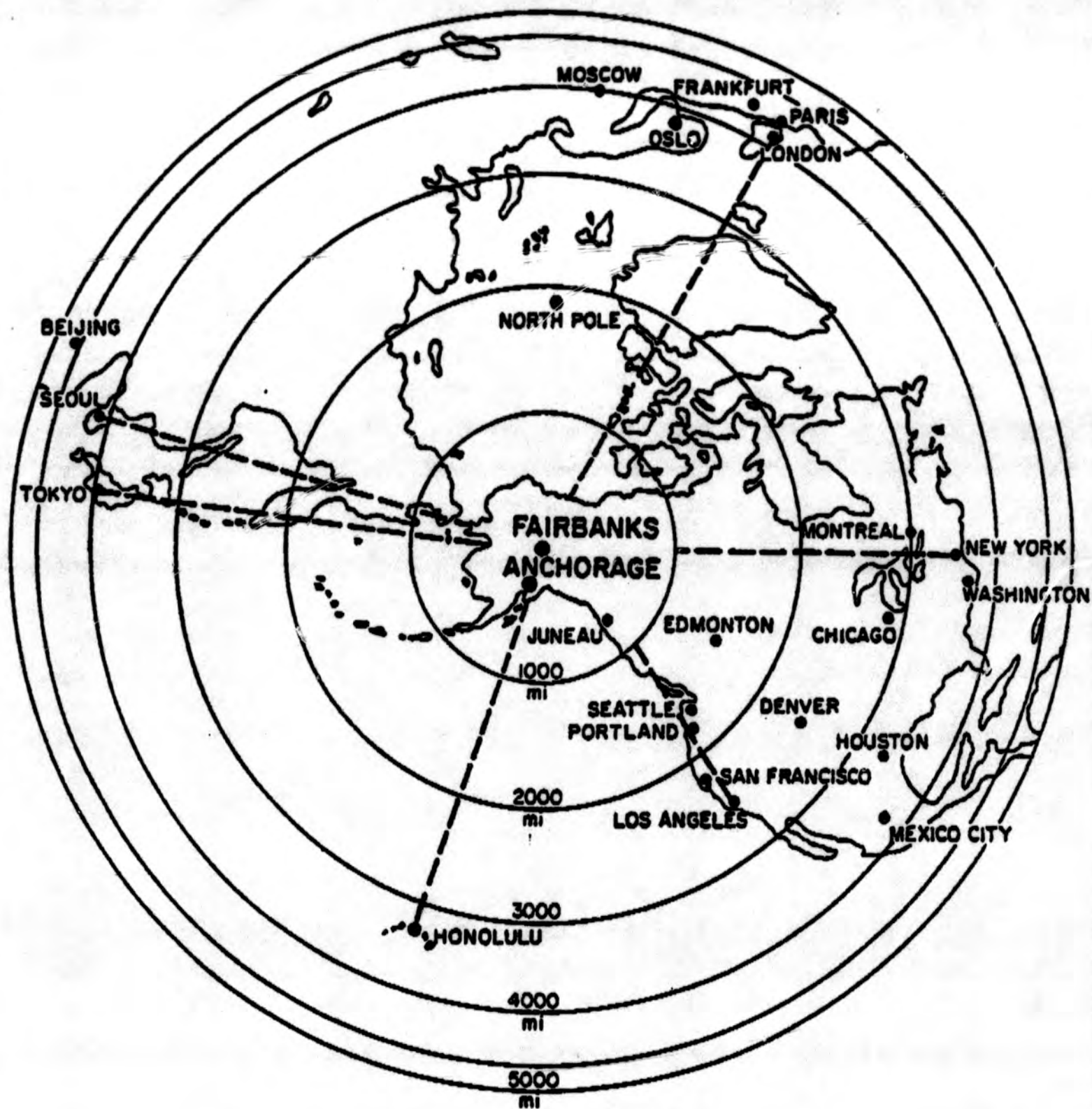
Year	Passengers In	Passengers Out	Total In - Out Passengers	Through Passengers	Total All Passengers	Freight In (lbs.)	Freight Out (lbs.)	Total Freight (lbs.)	Revenue Landing	Jets
1957 thru 1964	952,539	1,000,576	1,953,115	574,487	2,527,602	120,260,537	224,141,581	344,402,118	76,250	
1965	189,451	195,335	384,786	152,003	536,789	20,627,935	32,097,259	52,725,194	10,349	4,145
1966	213,380	219,047	432,427	216,648	649,075	20,762,213	37,394,229	58,156,442	11,584	4,721
1967	268,557	269,459	538,016	414,809	952,825	22,400,979	49,776,762	72,177,741	15,783	7,590
1968	331,726	357,516	689,242	418,732	1,107,974	25,980,908	75,573,582	101,554,490	18,892	9,992
1969	391,050	424,314	815,364	648,821	1,464,185	30,526,580	50,137,204	80,663,784	23,099	15,135
1970	426,248	433,163	859,411	807,722	1,667,133	32,241,373	60,865,051	93,106,424	25,104	18,070
1971	413,735	420,249	833,984	778,211	1,612,195	36,618,783	60,493,202	97,111,985	23,307	17,825
1972	451,455	461,777	913,232	654,681	1,567,913	44,026,537	65,937,427	109,963,964	27,596	20,875
1973	478,895	488,624	967,519	633,111	1,600,630	39,638,120	70,230,262	109,868,382	26,201	19,006
1974	540,877	551,947	1,092,824	796,045	1,888,869	60,706,732	83,642,968	144,429,700	27,939	19,397
1975	700,161	712,433	1,412,594	880,472	2,293,066	90,331,365	111,884,498	202,215,863	34,607	22,799
1976	857,162	870,024	1,727,186	884,762	2,611,948	106,702,662	155,280,054	261,982,716	38,448	25,528
1977	945,048	962,392	1,907,440	936,032	2,843,472	94,276,412	162,304,099	256,580,511	42,945	24,791
1978	955,628	979,636	1,935,264	976,059	2,911,323	99,358,565	162,669,378	262,027,943	47,350	26,150
1979	995,780	1,018,568	2,014,348	1,166,400	3,180,748	103,589,738	155,885,827	259,475,565	47,413	26,046
1980	990,517	1,007,535	1,998,052	1,267,474	3,265,526	95,800,920	157,068,269	252,869,189	44,782	25,388
1981	1,059,823	1,073,088	2,132,911	1,456,894	3,589,805	119,343,401	186,479,723	305,823,124	51,230	26,392
1982	1,165,305	1,177,717	2,343,022	1,503,206	3,846,228	118,323,615	181,394,276	299,717,891	57,311	31,326
1983	1,283,720	1,295,433	2,579,153	1,425,082	4,004,235	130,138,571	191,784,538	321,923,109	62,300	32,115
1984	1,328,793	1,335,646	2,664,439	1,372,679	4,037,118	134,684,627	187,725,215	322,409,842	71,785	36,797
1985	1,467,831	1,471,494	2,939,325	1,561,172	4,500,497	140,821,197	198,091,335	338,912,532	76,404	38,793
1986	1,491,413	1,507,603	2,999,016	1,634,829	4,633,845	117,496,348	182,887,953	300,384,301	72,034	37,556
1987	1,369,793	1,359,127	2,728,920	1,627,554	4,356,474	106,525,079	178,377,886	284,902,965	73,846	40,547
1988	1,349,644	1,371,500	2,721,144	1,706,831	4,427,975	116,067,500	192,277,003	308,344,503	74,715	41,002

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B.

FAIRBANKS INTERNATIONAL AIRPORT
CALENDAR YEAR STATISTICS

Year	Passengers					Freight			Revenue	
	In	Out	In-Out	Transit	Total All	In	Out	Total	Landing	Jet
1957	41,750	45,828	87,578		87,578	5,962,490	13,680,413	19,642,903	5,261	
1958	42,754	42,569	85,323		85,323	5,559,924	12,406,576	17,966,500	4,641	
1959	47,436	50,601	98,037		98,037	7,050,789	20,456,903	27,507,692	5,913	
1960	53,783	57,566	111,349		111,349	7,204,129	20,646,607	27,850,736	6,117	
1961	75,818	67,767	141,585		141,585	8,135,523	20,452,143	28,587,666	6,278	
1962	60,541	61,589	122,130	11,864	133,994	7,266,690	17,545,453	24,812,143	5,836	
1963	62,724	65,923	128,647	9,139	137,786	8,164,022	19,928,034	28,092,056	4,810	
1964	67,917	68,961	136,878	15,718	152,596	10,758,365	20,191,224	30,949,589	4,344	397
1965	73,188	72,011	145,199	7,774	152,973	10,597,006	18,928,292	29,517,578	3,352	362
1966	76,358	75,240	151,598	3,136	154,734	11,282,908	22,365,848	33,648,756	3,812	463
1967	97,530	99,952	197,482	3,709	201,191	12,823,370	17,846,346	30,669,756	4,984	1,027
1968	116,504	119,475	235,977	6,075	242,052	12,830,781	27,638,998	40,469,609	8,538	1,058
1969	157,345	157,710	315,053	24,882	339,935	25,336,566	275,186,073	300,522,639	22,663	3,798
1970	154,964	168,031	322,995	70,473	393,468	28,868,790	92,686,796	121,555,086	14,861	4,956
1971	137,277	142,695	279,972	77,230	357,202	25,741,054	92,575,073	118,316,949	10,856	5,072
1972	158,507	149,491	299,998	53,628	353,626	32,818,688	80,352,479	113,171,167	9,145	4,459
1973	159,781	142,873	281,654	49,629	331,483	26,319,584	67,529,036	93,848,620	8,889	4,157
1974	206,696	231,978	438,674	42,265	480,939	45,880,230	365,369,780	411,249,990	23,616	5,159
1975	320,315	333,270	653,585	8,286	661,871	47,931,240	312,473,864	360,404,304	25,990	7,047
1976	360,547	365,223	725,770	1,163	726,933	41,072,500	144,447,309	185,539,809	28,618	6,787
1977	280,166	276,157	556,323	2,304	558,627	38,688,440	114,166,844	152,854,484	16,242	5,583
1978	246,262	256,861	503,123	10,272	513,395	40,104,231	116,382,482	156,486,713	13,443	5,507
1979	227,372	235,286	462,578	425	463,003	24,981,590	95,412,195	120,393,785	13,148	7,003
1980	221,194	226,291	447,485	555	448,040	26,771,439	105,136,580	131,908,019	14,345	7,899
1981	249,832	249,881	498,933	1,667	500,596	35,630,135	116,067,656	151,697,791	16,172	8,313
1982	285,937	289,711	575,648	18,817	593,665	29,061,642	81,476,953	110,538,635	15,408	8,509
1983	285,944	287,872	573,816	28,479	602,295	27,061,372	63,946,339	91,027,711	15,090	8,002
1984	293,367	296,237	589,604	24,688	614,292	23,475,699	47,252,969	70,728,628	16,061	8,943
1985	276,921	270,826	545,747	46,742	592,489	14,981,160	36,183,723	51,164,883	14,274	5,941
1986	259,259	255,665	514,924	44,915	559,839	10,116,119	43,012,765	53,128,884	15,071	6,632
1987	243,207	244,391	487,598	38,543	526,141	10,244,587	37,524,470	47,768,977	13,744	5,361
1988	251,753	253,956	505,709	39,792	545,501	14,732,247	40,785,068	55,517,315	15,195	5,905



**GLOBAL PROJECTION CENTERED ON
ANCHORAGE AND FAIRBANKS
ALASKA**

ROLE AND RESPONSIBILITIES

DOT&PF
For Discussion
Purposes Only

PURPOSE:

The Aviation Bilateral Committee (ABC) has been established as a state policy coordination group with respect to aviation bilateral agreements and negotiations between the U.S. and various foreign governments. State aviation bilateral policy shall be reviewed and discussed by the ABC, and approved by the DOT&PF Commissioner.

MEMBERSHIP:

Commissioner of DOT&PF and/or his designee-
as Chairperson.

Deputy Commissioner, Budget & Finance, DOT&PF

Executive Director - AIAS

Development Manager - AIAS

Commissioner of Commerce and/or his designee.

Governor's Office - Special Counsel State/Federal
Relations.

Director - Office of International Trade

Governor's Office - Special Staff Assistant for
DOT&PF.

ABC ROLES AND RESPONSIBILITIES:

- The committee will review and comment on draft state policy as relates to aviation bilateral agreements and negotiations.
- Evaluate changes and modifications to state aviation bilateral policy.
- Identify changes in existing aviation bilateral agreements necessary to attract and accommodate additional business opportunities to benefit the state.
- Serve as a clearinghouse for information regarding changes
- Draft or review correspondence to appropriate federal officials and Congressional delegation
- Monitor any active aviation bilateral negotiations ABC deems important to the state

MEMORANDUM

State of Alaska

TO: Mark Hickey
Commissioner

Randy Simmons
Deputy Commissioner
Budget & Finance

THRU: Paul Meyerhoff II
Executive Director *PM 2*
AIAS

DATE: December 6, 1988

FILE NO: 413C

TELEPHONE NO: 266-1616

SUBJECT: Trip Report -
Luxembourg & Japan
Bilaterals

FROM: Gina Marie Lindsey *GML*
Development Manager *bsp*
AIAS

I was in Washington D.C. 11/29 - 11/30 to discuss Luxembourg and Japan bilateral aviation negotiations with federal government representatives, Alaska congressional staffers, Cargolux, and their legal representatives. The following is a summary of the meetings Eric Ostrovsky, and I had and an update of the bilateral status relative to Luxembourg, Japan, and Alaska's interests.

LUXEMBOURG:

Eric Ostrovsky and I met with Ted Kronmiller and Steve Lachter of Patton, Boggs & Blow and five Cargolux representatives on Monday. Cargolux currently has five gateways and three frequencies per week approved by the U.S. government through an informal permit -- no formal bilateral. Cargolux wants several additional gateways (possibly Alaska and Huntsville, AL) and additional frequencies (at least one more through Seattle) established in a formal bilateral. They knew negotiations would be tough and were asking for support from Alaska, Huntsville, and Seattle to help DOT and State consider the airport and regional economic benefits accruing to gateways receiving Cargolux service.

Eric and I met subsequently on Monday with DOT (Patrick Murphy, Ed Oppler, and Susan McDermott) and State (Jeff Shane and Michael Goldman). Their position appeared quite fixed against either additional gateways or frequencies essentially because Luxembourg has nothing the U.S. carriers want and, in the face of that, the existing permit is quite liberal. We presented Alaska's interest, discussed the fact that an Alaska gateway is not analogous to lower 48 gateways and should not be assumed to be. By virtue of our strategic position, and lack of major origin-destination market, our opportunities for expanding and diversifying our economy lie in exploiting that geographic location. Major expansion in movement of people and goods will be by air. Alaska must have help from the federal government to assure the overall economic benefits to our area are

considered important when evaluating reciprocal value of aviation bilateral rights -- air carrier benefits are not the only benefits that should be factored into the equation.

On Tuesday we met with Jaimie Boucher (Murkowski), Jeff Smith (Young), and Wally Burnett (Stevens). Jaimie's major concern centered on whether reciprocal rights would be available to U.S. carriers if they wanted to serve Luxembourg and determining if there would be competitive damage to a U.S. carrier by granting the Alaska gateway to Cargolux. We made it clear to all staffers that Cargolux has made no commitment to Alaska. Apparently several calls were made late Tuesday and early Wednesday which had the net effect of "turning up the heat" on DOT and State.

On Wednesday the U.S. offered to substitute Huntsville and Alaska for New York and Houston (2 Cargolux gateways currently not served), but no additional frequencies, refused formal bilateral status but assured permit renewal in two years when it expires (assuming there's no change in company ownership). The Luxembourg government refused this because the gateway substitution was worth nothing without additional frequencies, and the conditional permit renewal was a right they already have. The U.S. discouraged Luxembourg from coming to the table again soon, but Steve Lachter estimates talks to be requested and scheduled in 3-6 months. In the meantime, Eric will stay in contact with Patton, Boggs and Blow. We have indicated a willingness to develop more definitive economic benefits information but need more specific plans from Cargolux in order to do this. My sense is that some quantifiable data will have to be presented before there is much hope of softening the U.S. position.

JAPAN:

While Luxembourg was the most immediate concern, Eric and I spent as much or more time on Japan. The new U.S. proposal modifies the two paragraphs setting parameters for new gateway selection so Alaska could now compete, however, we could never realistically compete successfully with other candidate U.S. gateways.

There is, however, a new paragraph specific to Alaska which allows either country to designate a carrier or carriers to start turnaround Alaska service. There appears to be no practical difference between this and gateway designation except there could be no "beyond" rights in Japan which may limit the growth potential of the route but does not appear critical for our purposes.

The Japanese have agreed to talks December 7-9. Now that the Alaska proposal is in the U.S. platform we must assure it stays there and does not become a "throw-away". Eric will be getting a copy of the U.S. position to the Congressional delegation so they know specifically what to push for should they choose to do so.

The sixth freedom issue could present a bit of a quandary to the State. Apparently Japan has agreed to 3 flights/week for Tigers' sixth freedom cargo. Tigers initially agreed but now says no: they contend they already have unlimited rights so why settle for less than that and then have to trade additional benefits for more sixth freedom frequencies in the future.

The U.S. has not yet responded on Japan's offer of three and is currently determining how to respond. They requested an Alaska position if we have one to share. The dilemma is that while we may agree with Tigers philosophically, rejection of the three frequencies could stall progress on other issues including the potential turnaround passenger right. It is not imperative that we take a position, but if we do it should be soon.

Jeff Shane feels the U.S. proposal is "very heavy" for the Japanese and has no assurances talks will make much progress after the Japanese see it.

/so

cc: Aviation Bilateral Committee
Chris Birch, Airport Manager, FIA
Paul Meyerhoff II, Executive Director, AIAS
D.C. Ruff, Airport Manager, AIA
Marketing Advisory Committee



Alaska State Legislature

Representative Mike Davis

District 19

P.O. Box V
Juneau, Alaska 99811
(907) 465-4930/4941

Interim Office
P.O. Box 81435
Fairbanks, Alaska 99708
(907) 456-8161

To: All Representatives

From: Representative Mike Davis

Date: February 21, 1989

Re: HJR 28
Beringia International Biosphere Reserve

During the Moscow Summit in May of 1972, President Nixon and General Secretary Brezhnev developed the "Basic Principles of Relations Between the U.S. and the U.S.S.R.", in which the improvement of U.S.-Soviet relations was the central issue.

In 1987 at the Washington summit, President Reagan and General Secretary Gorbachev agreed in principle to "encourage expanded contacts and cooperation on issues relating to the Arctic... including cooperation of scientific research...of the region's environment."

HJR 28 would cover all those points, in just that spirit of cooperation. Here is an opportunity for Alaska and the Magadan Territory to work together for common goal.

The Beringian area is the Seward peninsula on the Alaska side and the Chukotsk peninsula on the Soviet side, and the portion of the Bering Sea joining the two. It is an area of outstanding biological and cultural values. A proposed Beringia International Biosphere designation would recognize this rich and unique area, encourage joint scientific research, and provide unprecedented opportunity for promoting mutual understanding between the U.S.S.R and the U.S for wise stewardship of shared resources.

A Biosphere Reserve would not change in any way the current status, such as subsistence use. Such a designation is simply an overlay on other existing land uses. In addition, local people benefit from Reserves in several other ways: more influence in land-use decisions, improved land management, and continued opportunities to maintain their existing ways of life.



Official Business

Alaska State Legislature

House of Representatives

Special Committee On Foreign Trade

P.O. Box V
State Capitol
Juneau, Alaska 99811
907-465-4942

TO: ALL MEMBERS,
FOREIGN TRADE COMMITTEE

FROM: REP. GEORGE JACKO, JR.
CHAIRMAN

DATE: FEBRUARY 27, 1989

SUBJ: AGENDA FOR FEB. 28 MEETING

Enclosed you will find copies of three resolutions (with some backup information) that will be on the agenda for the Foreign Trade Committee's meeting on Tuesday.

Even though we may have to carry over one or more of the resolutions to another date, I hope you can find the time to read through these materials before tomorrow's meeting. It's my intention to spend only about thirty minutes on the resolutions, in order to reserve about the same amount of time for Dr. Anders to make his presentation on the Hokkaido-Alaska Conference.



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IN THE HOUSE

BY M. DAVIS, FOSTER,
KOPONEN, BROWN AND
NAVARRE

HOUSE JOINT RESOLUTION NO. 28

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

Relating to the Beringia International
Biosphere Reserve.

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

WHEREAS the state has made a commitment to increasing Alaska-Soviet cooperation in trade, tourism, and international goodwill; and

WHEREAS former President Reagan and Soviet General Secretary Gorbachev agreed in principle at the 1987 Summit to encourage expanded contacts, cooperation, and bilateral agreements on issues relating to the Arctic, including cooperation of scientific research and management of the region's natural resources; and

WHEREAS the area of the Bering Strait region once formed a land bridge between Siberia and Alaska, and today is the meeting place of continents; and

WHEREAS the effects of the connection between Siberia and Alaska are seen throughout the Beringian region in fossils of plants and animals, polar bears, migratory birds and marine mammals who roam freely from one continent to the other, in the artifacts of ancient peoples and present Eskimo family ties, and in commercial fishermen who share the same resources; and

WHEREAS a Beringia Natural Heritage Program has been proposed that would foster greater mutual understanding and cooperation between the peoples of the U.S.S.R. and the U.S. and this program includes as a goal the designation of a biosphere reserve in the area; and

WHEREAS the purpose of a biosphere reserve is to have people cooperate in solving resource problems, share knowledge, improve management of

1 natural resources, monitor natural and human-caused changes, perpetuate and
2 learn from traditional forms of land use, and conserve biological resources
3 that are of unique and outstanding value; and

4 WHEREAS biosphere reserves, as part of a global network, encourage
5 international participation and scientific research, and are multipurpose,
6 and such a designation would be a symbolic recognition of the shared
7 Beringian heritage; and

8 WHEREAS local people benefit from biosphere reserves from protection
9 of ^(existing) basic resources, improved land management skills, a more productive and
10 diverse economic base, additional employment, more influence in land-use
11 decisions, and continued opportunities to maintain their existing ways of
12 living; and

13 WHEREAS similar environments and resources should encourage close
14 working relationships and communications and scientists of both nations
15 have already managed joint expeditions, studies, and symposia that have
16 contributed to international stewardship; and

17 WHEREAS ~~further~~ cooperative efforts would include a sharing of techni-
18 cal and planning data, exchanges of scientific and technical experts,
19 joint, multidisciplinary study teams, and student and volunteer exchanges;
20 and

21 WHEREAS the Beringian region consists of land in the already existing
22 Noatak and Bering Land Bridge National Preserves that could serve as the
23 land base for the Alaska side of the biosphere reserve and the Chukotsk
24 Peninsula on the Soviet side, and portions of the Bering Sea joining the
25 Alaska and Soviet portions and such a designation would simply be an over-
26 lay on other existing land uses; and

27 WHEREAS because of similar environments, shared migratory wildlife,
28 and human histories intertwined from earliest times, the U.S. and Soviet
29 segments of Beringia form a natural and cultural entity;

1 BE IT RESOLVED that the Alaska State Legislature supports continued
2 work with the Governor and the people of the Magadan Territory towards the
3 designation of the Beringia International Biosphere Reserve due to its
4 extremely rich and unique biological and cultural resources.

5 COPIES of this resolution shall be sent to the Honorable George Bush,
6 President of the United States; to the Honorable Manuel Lujan, Jr., Secre-
7 tary of the Interior; to William Mott, Director of the National Park Ser-
8 vice; to Boyd Evison, Regional Director of the National Park Service,
9 Anchorage; and to the Honorable Ted Stevens and the Honorable Frank
10 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,
11 members of the Alaska delegation in Congress.



Alaska State Legislature

Representative Mike Davis

District 19

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A Biosphere Reserve would not change in any way the current status, such as subsistence use. Such a designation is simply an overlay on other existing land uses. In addition, local people benefit from Reserves in several other ways: more influence in land-use decisions, improved land management, and continued opportunities to maintain their existing ways of life.



Official Business

Alaska State Legislature

House of Representatives

Special Committee On Foreign Trade

P.O. Box V
State Capitol
Juneau, Alaska 99811
907-465-4942

MEMORANDUM

TO: Irene Cashen
Chief Clerk

FROM: Rep. George Jacko, Jr. 
Chairman
Special Committee on Foreign Trade

DATE: February 22, 1989

SUBJ: Foreign Trade Committee Schedule For Week of Feb. 27

Tuesday, February 28, 1989; 12:00 NOON; Room 124 Capitol

CS SJR 15 Supporting bilateral aviation agreements

HJR 27 Compensation for salmon interceptions

HJR 28 Beringia International Biosphere Reserve

Presentation on upcoming Hokkaido-Alaska Conference
Dr. Gary Anders, Associate Professor of Economics,
University of Alaska, Southeast



Alaska State Legislature

House of Representatives

Official Business

P.O. Box V
State Capitol
Juneau, Alaska 99811
907-465-4942

Special Committee On Foreign Trade

TO: All Interested Legislators

FROM: Rep. George Packo, Jr.
Chairman
House Special Committee on Foreign Trade

DATE: February 17, 1989

SUBJECT: Soviet Visit

On Monday, February 20, there will be an informal gathering in the Beltz Room at noon to discuss the upcoming Soviet visit of Tuesday, February 21. We will discuss who is coming and why they are coming.

Connie Stewart of the Governor's office will go over some protocol issues that could prove very helpful to us. And Rebecca Himschoot, a House page, has offered to teach us some useful Russian words and phrases.

Please join us on Monday if you can.

SPECIAL COMMITTEE ON FOREIGN TRADE
February 28, 1989
12:00 NOON

Members Present:

Rep. George Jacko, Chairman
Rep. Mike Davis
Rep. Johnny Ellis
Rep. Cliff Davidson
Rep. Bette Cato
Rep. Bill Hudson

Member Absent:

Rep. Virginia Collins

COMMITTEE CALENDAR

HJR 28: An act relating to Beringia International
Biosphere Reserve.

Announcement on Hokkaido-Alaska Conference on Northern
development.

CSSJR 15 (ITT): Relating to the support of bilateral
aviation agreements, et. al.

WITNESS REGISTER

Dr. Gary Anders
University of Alaska Southeast
Associate Professor of Economics
11120 Glacier Highway
Juneau, Alaska 99801
Phone: (907) 789-4402
Position Statement: Speaker

Senator Rick Uehling
Alaska State Legislature
Room 516, Capitol Building
Box V (MS 3100)
Juneau, Alaska 99811
Phone: 465-4821
Position Statement: Sponsor

Patrick Anderson
 Dir. of Alaska Economic Center
 University of Alaska Southeast
 11120 Glacier Highway
 Juneau, Alaska 99801
 Phone: (907) 789-4402
 Position Statement: Speaker

Paul Meyeroff, Exec. Director
 Alaska International Airport Systems
 Anchorage International Airport (MS 2528)
 P.O. Box 6204
 Anchorage, Alaska 99502
 Phone: (907) 266-1616
 Position statement: Speaker

PREVIOUS ACTION

BILL: HJR 28
 PRIME SPONSOR: DAVIS, M.
 CO-SPONSOR: FOSTER, KOPONEN, BROWN, NAVARRE, DAVIDSON

JRN-DATE	JRN-PG		ACTION
02/21/89	00400	(H)	READ THE FIRST TIME - REFERRAL(S)
02/21/89	00400	(H)	FOREIGN TRADE, RESOURCES
02/23/89	00440	(H)	CO-SPONSOR ADDED: DAVIDSON

BILL: SJR 15
 PRIME SPONSOR: UEHLING
 CO-SPONSOR: PEARCE, SZYMANSKI, STURGULEWSKI, KELLY, FRANK,
 FAHRENKAMP, FISCHER

JRN-DATE	JRN-PG		ACTION
01/19/89	00149	(S)	READ THE FIRST TIME - REFERRAL(S)
01/19/89	00149	(S)	ITT, THEN TRANSPORTATION
01/20/89	00170	(S)	CO-SPONSOR ADDED: FAHRENKAMP
02/03/89	00293	(S)	ITT RPT CS 5DP NEW TITLE
02/03/89	00293	(S)	ZERO FISCAL NOTE PUBLISHED
02/08/89	00357	(S)	TRA RPT 5DP CS(ITT)
02/08/89	00358	(S)	PREVIOUS ZERO FISCAL NOTE 2/3/89
02/09/89	00374	(S)	RULES TO CALENDAR
02/09/89	00376	(S)	READ THE SECOND TIME
02/09/89	00377	(S)	ITT CS ADOPTED UNAN CONSENT
02/09/89	00377	(S)	ADVANCED TO THIRD READING UNAN CONSENT
02/09/89	00377	(S)	READ THE THIRD TIME CSSJR 15(ITT)

02/09/89	00377	(S)	PASSED Y18 N- X1 A1
02/09/89	00380	(S)	TRANSMITTED TO (H)
02/10/89	00306	(H)	READ THE FIRST TIME - REFERRAL(S)
02/10/89	00306	(H)	FOREIGN TRADE, TRANSPORTATION

ACTION NARRATIVE

TAPE 1, SIDE 1
Number 000

The meeting was called to order by Rep. Jacko at 12:04 p.m. Members present were Representatives Davidson, Davis, Ellis, Cato, and Hudson. Rep. Collins was absent.

Chairman Jacko opened the meeting by announcing that three resolutions were on the calendar along with an overview of the Hokkaido-Alaska Conference on Northern Development by Dr. Gary Anders from the University of Alaska Southeast. Rep. Jacko stated it was unlikely that all three resolutions would be heard today.

HJR 28, sponsored by Rep. Mike Davis, encourages the biosphere between Alaska and the Soviet Union called Beringia, to be maintained at its present condition. Attention would be drawn to the ecological importance of the area. Rep. Ellis commented that the resolution might imply additional protection of current resources in the area and that should be clarified. Rep. Davis agreed.

Language on page 2, line 9, was changed from "basic resources" to "existing resources". Rep. Cato asked that HJR 28 be moved out of committee with individual recommendations. The committee concurred and HJR 28 was passed out of the House Foreign and Domestic Trade committee.

Dr. Gary Anders gave an overview of the Hokkaido-Alaska Conference on Northern Development. The conference will be taking place in Juneau April 17-19 at Centennial hall. Exchange of economic information on trade policy and development possibilities will be featured. The program will also include educational and cultural exchanges.

Guest speakers should have professional creditability and respectful following in their professions. Patrick Anderson emphasized that guests be welcomed graciously and that the conference would emphasize policy making, not academics. Committee members were asked for suggestions on guest speakers. Rep. Hudson recommended that Dr. Glen Olds speak on Pacific rim development.

Dutch Nigh, student representative, expounded on the opportunities that the conference provided. He emphasized that Alaska is not prepared to take advantage of trade possibilities that exist with foreign nations.

CSSJR 15, sponsored by Senator Uehling, expresses legislative support for ongoing state and federal efforts to secure advantageous arrangements for Alaska's International Airports in international bilateral aviation agreements. The intention is to send a strong message to federal counterparts in Washington.

Paul Meyeroff, Executive Director of the Alaska International Airport Systems, reiterated the importance of bilateral agreements. The Resolution sends a strong signal to the Congressional delegation, the Bush administration, and the State and Transportation departments that Alaska is in this as a player.

Rep. Davidson mentioned the Resolution should be perhaps more project specific. Mr. Meyeroff responded that generic language allowed for bilateral issues can emerge suddenly. Rep. Davis moved that CSSJR 15 be moved out of committee with individual recommendations. No objections were voiced and it was moved out of committee.

Chairman Jacko held HJR 27 over to a later unspecified date due to time constraints. Thanking everyone, the meeting was then adjourned at 1:03 p.m.

HOUSE SPECIAL COMMITTEE ON FOREIGN TRADE
February 28, 1989
12:00 p.m.

MEMBERS PRESENT

Rep. George Jacko, Chairman
Rep. Mike Davis
Rep. Johnny Ellis
Rep. Cliff Davidson
Rep. Bette Cato
Rep. Bill Hudson

MEMBER ABSENT

Rep. Virginia Collins

COMMITTEE CALENDAR

HJR 28: "An Act relating to Beringia International
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WITNESS REGISTER

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Associate Professor of Economics
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Phone: (907) 789-4402
Position Statement: Speaker

Senator Rick Uehling
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02/10/89	00306	(H)	FOREIGN TRADE, TRANSPORTATION

ACTION NARRATIVE

TAPE 2, SIDE 1
Number 000

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CSSJR 15, sponsored by Senator Uehling, expresses legislative support for ongoing state and federal efforts to secure advantageous arrangements for Alaska's International Airports in international bilateral aviation agreements. The intention is to send a strong message to federal counterparts in Washington.

Paul Meyeroff, Executive Director of the Alaska International Airport Systems, reiterated the importance of bilateral agreements. The Resolution sends a strong signal to the Congressional delegation, the Bush administration, and the State and Transportation departments that Alaska is in this as a player.

Rep. Davidson mentioned the Resolution should be perhaps more project specific. Mr. Meyeroff responded that generic language allowed for bilateral issues can emerge suddenly. Rep. Davis moved that CSSJR 15 be moved out of committee with individual recommendations. No objections were voiced and it was moved out of committee.

Chairman Jacko held HJR 27 over to a later unspecified date due to time constraints. Thanking everyone, the meeting was then adjourned at 1:03 p.m.

HOUSE SPECIAL COMMITTEE ON FOREIGN TRADE

- (1) CALL MEETING TO ORDER
- (2) NOTE MONTH, DAY AND YEAR *Feb 28*
- (3) NOTE TIME OF DAY
- (4) NOTE MEMBERS PRESENT AND EXCUSED, AND ANY OTHER LEGISLATORS PRESENT
- (5) TODAY'S CALENDAR

WE HAVE THREE RESOLUTIONS ON THE CALENDAR TODAY. IT'S LIKELY THAT WE WON'T GET THROUGH ALL OF THEM AND STILL HAVE TIME FOR THE PRESENTATION BY DR. ANDERS. LET'S GO AS FAR AS POSSIBLE WITH THE RESOLUTIONS AND THEN CARRY OVER WHATEVER'S REMAINING.

- (6) I'M HOPING TO SCHEDULE ANOTHER MEETING MARCH 23 TO HEAR FROM PAUL FUHS, MAYOR OF UNALASKA, ABOUT THAT CITY'S AMBITIOUS EFFORTS IN THE INTERNATIONAL TRADE ARENA. WE'LL SEE IF WE CAN SCHEDULE ANOTHER MEETING BEFORE THAT TO FINISH WHATEVER'S LEFT FROM TODAY.
- (7) FOR THIS MEETING, LET'S START WITH HJR 28, AND I'LL ASK REPRESENTATIVE DAVIS TO SPEAK TO HIS RESOLUTION.

(GEORGE: IF THERE'S TIME LEFT, TAKE UP UEHLING'S SJR 15. EITHER RICK OR MIKE ABBOTT FROM HIS STAFF WILL BE THERE TO SPEAK FOR IT. LAST IS ZAWACKI'S HJR 27)



Official Business

Alaska State Legislature

House of Representatives

Special Committee On Foreign Trade

P.O. Box V
State Capitol
Juneau, Alaska 99811
907-465-4942

TO: ALL MEMBERS,
FOREIGN TRADE COMMITTEE

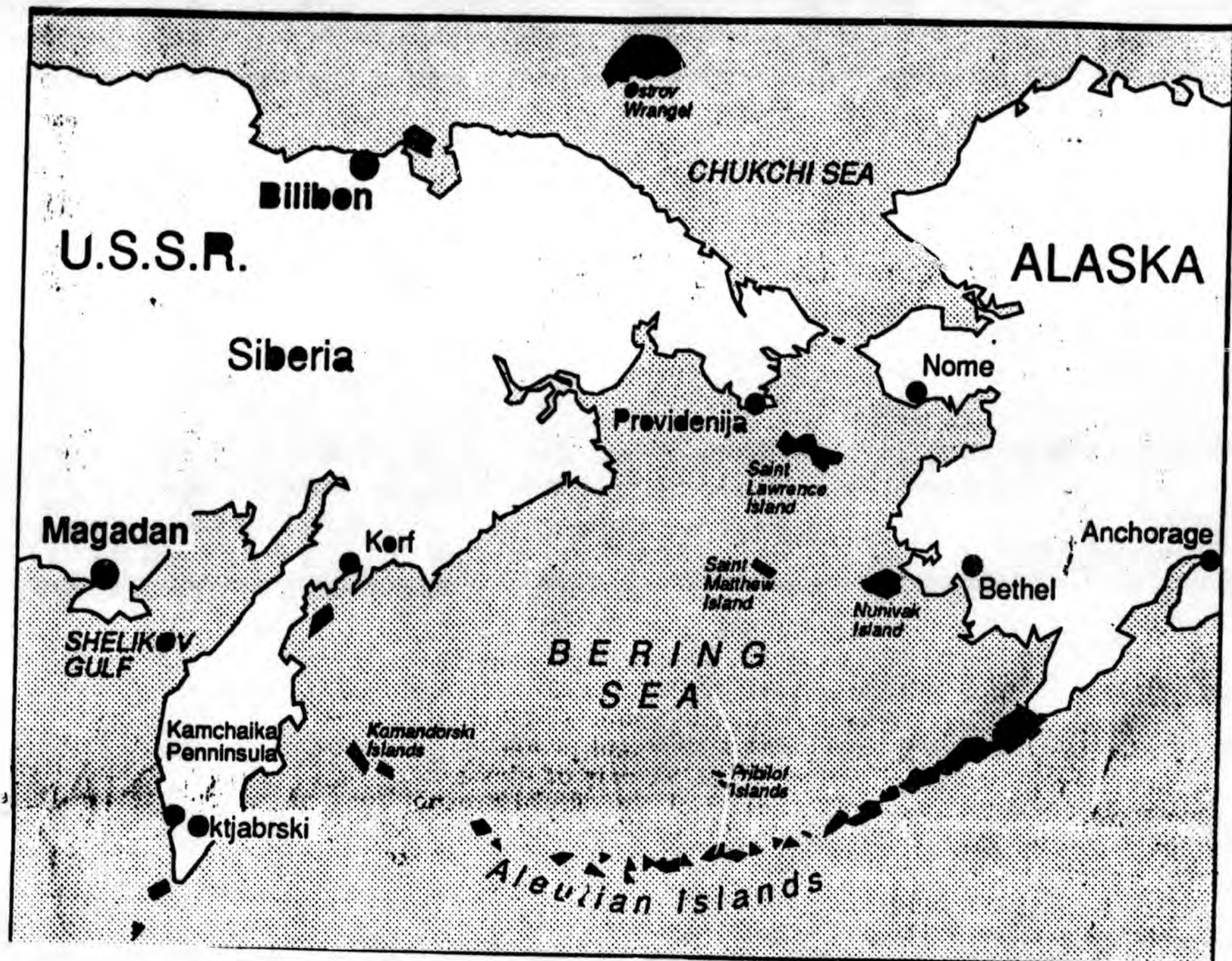
FROM: REP. GEORGE JACKO, JR.
CHAIRMAN

DATE: FEBRUARY 27, 1989

SUBJ: AGENDA FOR FEB. 28 MEETING

Enclosed you will find copies of three resolutions (with some backup information) that will be on the agenda for the Foreign Trade Committee's meeting on Tuesday.

Even though we may have to carry over one or more of the resolutions to another date, I hope you can find the time to read through these materials before tomorrow's meeting. It's my intention to spend only about thirty minutes on the resolutions, in order to reserve about the same amount of time for Dr. Anders to make his presentation on the Hokkaido-Alaska Conference.





Alaska State Legislature

Representative Mike Davis

District 19

P.O. Box V
Juneau, Alaska 99811
(907) 465-4930/4941

Interim Office
P.O. Box 81435
Fairbanks, Alaska 99708
(907) 456-8161

To: All Representatives

From: Representative Mike Davis

Date: February 21, 1989

Re: HJR 28
Beringia International Biosphere Reserve

During the Moscow Summit in May of 1972, President Nixon and General Secretary Brezhnev developed the "Basic Principles of Relations Between the U.S. and the U.S.S.R.", in which the improvement of U.S.-Soviet relations was the central issue.

In 1987 at the Washington summit, President Reagan and General Secretary Gorbachev agreed in principle to "encourage expanded contacts and cooperation on issues relating to the Arctic... including cooperation of scientific research...of the region's environment."

HJR 28 would cover all those points, in just that spirit of cooperation. Here is an opportunity for Alaska and the Magadan Territory to work together for common goal.

The Beringian area is the Seward peninsula on the Alaska side and the Chukotsk peninsula on the Soviet side, and the portion of the Bering Sea joining the two. It is an area of outstanding biological and cultural values. A proposed Beringia International Biosphere designation would recognize this rich and unique area, encourage joint scientific research, and provide unprecedented opportunity for promoting mutual understanding between the U.S.S.R and the U.S for wise stewardship of shared resources.

A Biosphere Reserve would not change in any way the current status, such as subsistence use. Such a designation is simply an overlay on other existing land uses. In addition, local people benefit from Reserves in several other ways: more influence in land-use decisions, improved land management, and continued opportunities to maintain their existing ways of life.

as of 2/17/89

Hokkaido-Alaska Conference on Northern Development

Sponsored by the Japan-United States Friendship Commission

April 17, 18, and 19, 1989
Centennial Hall Juneau, Alaska

Program

Monday, April 17

9:00-12:00

Conference Registration

9:30-11:00

Welcome and Opening Remarks

Governor Steve Cowper

Mr. Kiyoaki Suehiro, Consulate General
of Japan (Anchorage)

Bruce Botelho, Mayor of Juneau

Dr. Marshall Lind, Chancellor University
of Alaska Southeast

11:00-12:00

General Address by Conference Organizers

Dr. Gary C. Anders, Associate Professor of
Economics, University of Alaska, Southeast

Dr. Hiromi Ishigaki, Professor of Economics
Hokusei Gakuin University (Sapporo)

12:00-1:30

Lunch Keynote Speaker, Professor Ryuzo Sato,
C.V. Starr Professor of Economics, and
Director, The Center for Japan-U.S. Business
and Economic Studies, New York University,
"U.S.-Japanese Economic and Political
Relations"

2:00-5:00

Session 1
Comparative Northern Development Approaches

Chaired by
Becky Gay,
Executive Director,
Resource Development
Council

Mr. Kiichiro Abe, Director General, Sapporo
Branch of MITI, "Structural Adjustment
of Industries and Regional Realization"

Mr. Kiyoshi Kawamura, Director General,
In-Service Training Institute, Hokkaido
Prefectural Government, "Hokkaido's Long-Term
Plan (1988-1997) and its Strategic Projects"

Dr. George W. Rogers, Emeritus Professor of
Economics, University of Alaska, "Recapping
Forty Years of Alaskan Development"

Dr. Arlon Tussing, President, Arlon Tussing
and Associates, "Economic Development in Japan
and Alaska: A Historical Comparison"

as of 2/17/89

3:30-3:45

Coffee Break

6:00-7:30

Cocktail Reception

Tuesday, April 18

9:00-12:00

Session 2

Institutional Cooperation for Development

Chaired by
State Representative
Mike Davis

Mr. Toshikazu Uchimura, Director,
Hokkaido Economic Federation, "Trends in the
Hokkaido Economy"

Mr. Yasuro Ikeshiro, Editor, The Hokkaido
Shimbun, "Functions of Mass Media in Hokkaido
Development and Regional Politics

Lennie Gorsuch, Commissioner Alaska Department
of Natural Resources

one other Alaskan presenter to be decided

10:30-10:45

Coffee Break

12:00-1:30

Lunch Keynote Speaker Mr. Roy Lockheimer,
Counselor, Toho Mutual Life Insurance Company,
topic to be decided

2:00-5:00

Session 3

Educational and Cultural Exchanges between Hokkaido and Alaska

Chaired by
Dr. William Demmert,
Commissioner, Alaska
Department of Education

Mrs. Caroline A. Manto-Yang, Executive
Director, The Japan-U.S. Educational
Commission, "Expanding Educational
Opportunities in Japan"

Mr. Masayuki Nakaseko, Director, Project
Division, Northern Regions Center, "Hokkaido-
Alaska Sister School Exchange Network"

Professor William Parrett, University of Alaska
Fairbanks, and Annie Calkins, Alaska Department
of Education, "Pacific Rim Partnerships:
Alaska's Bold Initiative

Mr. Mike Travis, Alaska Department of Education, "The Development of Japanese Language Programs and Ways of Infusing Japanese in K-12 Curricula"

Grace Anne Heacock, Weller School, "The Story of a Model Hokkaido/Alaska Sister School"

3:30-3:45

Coffee Break

6:00-7:00

Invited Reception hosted by Hokkaido

as of 2/17/89

7:00-9:00

Banquet

Wednesday, April 19

9:00-12:00

Session 4
Energy and Finance

Chaired by

Mr. David A. Heatwole,
Chairman, Alaska State
Chamber of Commerce,
and Arco Alaska

Mr. Kazuo Nojima, Director and General
Manager, Research Department, Hokkaido
Takushoku Bank, "Finance and Investment
in Hokkaido"

Mr. Takashi Nakamura, Deputy General Manager,
General Planning Office, The Hokkaido Electric
Power Company, "Energy in Hokkaido: Current
Situation and Prospects"

Mead Treadwell or Jeff Lowenfels, Yukon Pacific

Joe Usibelli, Jr. or Dr. John Sims,
Usibelli Coal

David Rose, Executive Director, Alaska
Permanent Fund

12:00-1:30

Farewell Luncheon
Keynote Speaker Professor Jong-Hae Yoo,
Director, Research Institute for Community
Development, Yonsei University, Seoul, Korea
topic "Strategies for Socio-economic
Development at the Local Level in Korea"

2:00-4:00

Session 5
The Future of the Hokkaido/Alaska Exchanges

Chaired by
Mr. Bob Poe,
Director, Office
of International
Trade

Mr. Hideki Satoh, Executive Director, Hokkaido
Alaska Association (Alaska Kyo Kai) "Some
Economic Exchange Projects in the Past and
Their Future"

Professor Yoshiro Kobayashi, Hokkaido
University, "Centralization Issue in Japan and
its significance between Alaska and Hokkaido"

Mr. Kaz Hayashi, State Representative,
Alaska State Office, Tokyo, "Historical
Overview of Alaska's Trade Office"

Dr. John Gissberg, Governors Distinguished
Visiting Professor, Alaska Center for
International Business, "New Directions in
Hokkaido-Alaska Relations"

4:30-

Post Conference Activities
(Optional Visits to Other Alaskan Sites)

Introduced: 2/21/89
Referred: House Special Committee
on Foreign Trade and Resources

6-0853A

IN THE HOUSE

BY M.DAVIS, FOSTER,
KOPONEN, BROWN AND
NAVARRE

HOUSE JOINT RESOLUTION NO. 28

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

Relating to the Beringia International
Biosphere Reserve.

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

WHEREAS the state has made a commitment to increasing Alaska-Soviet cooperation in trade, tourism, and international goodwill; and

WHEREAS former President Reagan and Soviet General Secretary Gorbachev agreed in principle at the 1987 Summit to encourage expanded contacts, cooperation, and bilateral agreements on issues relating to the Arctic, including cooperation of scientific research and management of the region's natural resources; and

WHEREAS the area of the Bering Strait region once formed a land bridge between Siberia and Alaska, and today is the meeting place of continents; and

WHEREAS the effects of the connection between Siberia and Alaska are seen throughout the Beringian region in fossils of plants and animals, polar bears, migratory birds and marine mammals who roam freely from one continent to the other, in the artifacts of ancient peoples and present Eskimo family ties, and in commercial fishermen who share the same resources; and

WHEREAS a Beringia Natural Heritage Program has been proposed that would foster greater mutual understanding and cooperation between the peoples of the U.S.S.R. and the U.S. and this program includes as a goal the designation of a biosphere reserve in the area; and

WHEREAS the purpose of a biosphere reserve is to have people cooperate in solving resource problems, share knowledge, improve management of

1 natural resources, monitor natural and human-caused changes, perpetuate and
2 learn from traditional forms of land use, and conserve biological resources
3 that are of unique and outstanding value; and

4 WHEREAS biosphere reserves, as part of a global network, encourage
5 international participation and scientific research, and are multipurpose,
6 and such a designation would be a symbolic recognition of the shared
7 Beringian heritage; and

8 WHEREAS local people benefit from biosphere reserves from protection
9 of basic resources, improved land management skills, a more productive and
10 diverse economic base, additional employment, more influence in land-use
11 decisions, and continued opportunities to maintain their existing ways of
12 living; and

13 WHEREAS similar environments and resources should encourage close
14 working relationships and communications and scientists of both nations
15 have already managed joint expeditions, studies, and symposia that have
16 contributed to international stewardship; and

17 WHEREAS further cooperative efforts would include a sharing of techni-
18 cal and planning data, exchanges of scientific and technical experts,
19 joint, multidisciplinary study teams, and student and volunteer exchanges;
20 and

21 WHEREAS the Beringian region consists of land in the already existing
22 Noatak and Bering Land Bridge National Preserves that could serve as the
23 land base for the Alaska side of the biosphere reserve and the Chukotsk
24 Peninsula on the Soviet side, and portions of the Bering Sea joining the
25 Alaska and Soviet portions and such a designation would simply be an over-
26 lay on other existing land uses; and

27 WHEREAS because of similar environments, shared migratory wildlife,
28 and human histories intertwined from earliest times, the U.S. and Soviet
29 segments of Beringia form a natural and cultural entity;

1 BE IT RESOLVED that the Alaska State Legislature supports continued
2 work with the Governor and the people of the Magadan Territory towards the
3 designation of the Beringia International Biosphere Reserve due to its
4 extremely rich and unique biological and cultural resources.

5 COPIES of this resolution shall be sent to the Honorable George Bush,
6 President of the United States; to the Honorable Manuel Lujan, Jr., Secre-
7 tary of the Interior; to William Mott, Director of the National Park Ser-
8 vice; to Boyd Evison, Regional Director of the National Park Service,
9 Anchorage; and to the Honorable Ted Stevens and the Honorable Frank
10 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,
11 members of the Alaska delegation in Congress.
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**STATE OF ALASKA
1989 LEGISLATIVE SESSION**

BILL VERSION: HJR 28

PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: 28-Feb-89

Agency Affected: Natural Resources

Title: Relating to the Beringia

BRU: Management & Administration

International Biosphere Reserve

Sponsor: M.Davis,Foster,Koponen,Brown,
and Navarre

Components: Commissioners Office

Requestor: House Special Committee on Foreign Trade and Resources

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
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						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0					

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Larry Ostrovsky

Phone: 465-2400

Division: Commissioner's Office

Date: 28-Feb-89

Approved by Commissioner: Lennie Gorsuch

Date: 28-Feb-89

Agency: Department of Natural Resources

Distribution (by preparer) :

Legislative Finance

Legislative Sponsor

Requestor

Office of Management and Budget

Impacted Agency(ies)

Senator Rick Uehling

Downtown, Elmendorf, Northeast Anchorage



Co-Chairman, Senate Finance Committee
International Trade & Tourism Committee
State Affairs Committee

MEMORANDUM

To: Representative George Jacko
Chairman, Special Committee on Foreign Trade

From: Senator Rick Uehling
Co-Chairman, Senate Finance Committee

Subject: CSSJR 15 (ITT), relating to the support of bilateral
aviation agreements, et. al.

Date: February 20, 1989

I would appreciate your scheduling CSSJR 15 (ITT) for a hearing before the House Special Committee on Foreign Trade at the earliest possible time.

This resolution will have the effect of expressing legislative support for ongoing state and federal efforts to secure advantageous arrangements for Alaska's International Airports in international bilateral aviation agreements.

I have enclosed backup materials for CSSJR 15 (ITT) for your committee files. Please call my office if there is additional information I can provide for you.

Thank you for your consideration.

RU/ma

attachments

Attachments:

- A. Description of Economic Impacts if Threatened Transpolar Overflights Take Place
 - Letter to Alaska International Airport Tourism Marketing Council
- B. Statistics Illustrating the Movement of Cargo Through the Alaska International Airport System
 - Anchorage International Airport
 - Fairbanks International Airport
- C. Polar Projection of Alaska's Location Relative to Other International Air Centers
- D. Description of Purpose and Structure of Alaska's Aviation Bilateral Committee (ABC)
- E. Summary of Recent Events Involving Bilateral Aviation Agreement Negotiations
 - Memo from Gina Marie Lindsey to Commissioner Hickey

Mr. Walter Hickel, Jr.
President
Alaska International Airport
Tourism Marketing Council
P.O. Box 104979
Anchorage, Alaska 99510

January 13, 1989

Dear Mr. Hickel,

The economic impact to the Alaska International Airport System and to the total economy of the State of Alaska due to the so-called "overflights" of our airports is great. The opening of Soviet airspace to Europe/Asia flights has negatively impacted the operations of the Alaskan airports. The planned operation by many major international carriers of new long-range aircraft such as the Boeing 747-400 series would most definitely mean fewer flights transitting Alaska as well.

Two international passenger carriers that are among the heaviest users of Anchorage International Airport, Japan Airlines and Lufthansa, have announced future plans for their Anchorage stations. Lufthansa will be eliminating passenger service through Anchorage in the summer of 1989. Anchorage's largest air carrier, JAL, has announced plans to reduce their passenger flights down to 4 a week by 1991, from the current 17 flights per week.

We calculate the loss to the State's economy caused by the elimination of these carrier's flights alone to equal approximately \$136,960,000 per year by 1991. This estimate includes the following components:

-AIAS Revenues		\$ 10,700,000
-Operations	\$2,900,000	
-Concession	7,800,000	
-State of Alaska General Fund		1,500,000
-Gasoline Tax	1,500,000	
-Non-Airport Revenue Losses		124,760,000
-concession	77,160,000	
-indirect impact	47,600,000	

		\$136,960,000 per year
		=====

Attached are the computations that support this estimate. These figures represent only the announced flight losses of two major international carriers and add up to a loss of about thirty percent of our international passenger flights.

The overflight plans of Air France, British Airways, China Airlines, Iberia Airlines, KLM, Korean Airlines, Sabena, Scandinavian Air Systems, and Swissair are not known at this time. The \$140,000,000 amount quoted above therefore represents what we believe to be the most conservative estimate of the possible negative effects to the economy and to AIAS and State General Fund revenues. A doubling of overflight losses to sixty percent of our current international flights is possible and would mean a loss to the state economy of approximately \$280,000,000 per year, \$20,000,000 loss of AIAS revenues, and \$3,000,000 in State General Fund revenues.

International airline and concession fees constitute fully sixty percent of the revenues of the International Airport System. The direct and indirect contributions of the international carriers keep costs down for all other operators, whether it be domestic airlines with flights to and from the Lower 48, commuter carriers, or businesses and individuals that lease tie-down spaces for small aircraft. It is therefore important to many Alaskans in Anchorage, Fairbanks and throughout the state that international flights through our airports continue at as high a level as possible.

As you are well aware, major airport marketing efforts began in earnest in November of 1987. While the Department of Transportation and Public Facilities has professionally managed and expanded the Anchorage and Fairbanks International Airports for many years, until last year there were no concerted efforts to market the airports. When the AIAS development team was created in November, 1987 we immediately did an analysis of the resources and strengths of the System. Two major directions for development seemed best to pursue: increased hub operations for international air cargo and international destination tourism. Alaska's major strength is its strategic location which means our major growth potential is in international markets.

With the Federal Express facility well under construction and cargo activity growing quickly, successful attainment of our first goal seems quite probable even in the short term. International destination tourism, however, remains a much more elusive target.

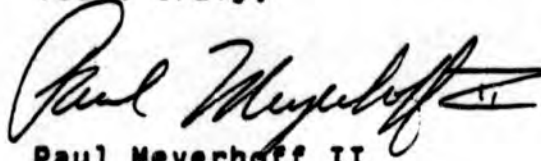
At an Anchorage Convention and Visitors Bureau event in Anchorage during the early summer of 1988, Governor Cowper announced a major new initiative to promote international tourism. The Governor's "Japanese Tourism Initiative" contains three major components: Increased development of Alaska visitor destinations, acquiring blocks of Alaska Destination airline seats, and increased promotion in Japan for Alaska travel opportunities. The Airport System heartily endorses the Governor's plan. We feel that successful completion of the plan in one of the keys to keeping a high level of international flights into our state.

While the Airport System continues to pursue the goal of attaining blocks of Alaska destination airline seats, we do not feel we should have a direct role in the development of Alaska destinations or in the promotion of Alaska travel opportunities. AIAS did fund \$140,000 in Japanese promotional efforts out of the FY88 AIAS Marketing monies, but we saw, and continue to see, our involvement as only a means to get tourism marketing efforts quickly expanded in Japan. We feel the Division of Tourism is the appropriate state agency to be in charge of this effort.

We wholeheartedly endorse your group's efforts to promote international destination tourism in Alaska. We understand quite clearly that failure to develop this relatively untapped market could mean a major drop in revenues to AIAS and the State General Fund and a catastrophic drop in economic activity within our state. Increased funding and focused planning for international tourism promotion is a move critical to retaining international passenger flights.

Please let us know what we can do to continue to assist you in your efforts.

Yours truly,



Paul Meyerhoff II
Executive Director

cc: D. Randy Simmons, DOT&PF Deputy Commissioner
Marketing Advisory Committee

ECONOMIC IMPACT OF OVERFLIGHTS

I. LATEST ANNOUNCED AIRLINE OVERFLIGHT PLANS

A. Japan Airlines

Latest JAL plan shows flights through Anchorage will decrease from the current 17 round trip flights per week to 4 round trip flights per week in 1991

Result: A loss of 13 round trips per week or 1,352 flights per year.

B. Lufthansa

Planned complete elimination of passenger flights through Anchorage starting in July 1989. Lufthansa had 577 flights during FY1988.

Result: A loss of 577 flights per year.

C. Total Announced Overflight Plans

Japan Airlines	1,352 flights per year
Lufthansa	577 flights per year

	1,929 total flights per year

D. Announced Overflights as a Percentage of Existing International Passenger Flights

Announced Overflights	1,929
divided by:	
Total FY88 Flights (est.)	5,900

= 33% total loss of flights

II. AVERAGE DIRECT REVENUE TO AIAS AND STATE PER FLIGHT
 -typical landing of B747-200
 -international passenger flight

Landing Fee:	775,000 lbs.	(\$.72/1000 lbs.)	=	\$ 558.00
Fuel Flowage:	32,000 gal.	(\$.02/gal.)	=	640.00
State Oil Tax:	32,000 gal.	(\$.025/gal.)	=	800.00
Docking Fee:				287.00
Federal Inspection Service Fee:				20.00

average total revenues per landing \$2,305.00
 =====

A. Direct AIAS Fees

Landing Fee \$	558.00
Fuel Flowage	640.00
Docking Fee	287.00
F.I.S. Fee	20.00

\$1,505.00/flight x 1929 flights = \$2,903,145
 =====

or approximate total estimated losses of \$2,900,000.
 =====

B. State General Fund

State Oil Tax	\$800.00/flight x 1929 flights =	\$1,543,200
---------------	----------------------------------	-------------

=====

or approximate total estimated losses of \$1,500,000.
 =====

III. CONCESSION REVENUES TO AIAS PER FLIGHT
 -Duty Free shop, restaurants, currency exchange

A. Total FY88 North Terminal (International) Concession Revenues (to AIAS)

Marriott:	\$ 185,000.00
Forex:	79,217.44
Duty Free:	17,000,786.00
Alaskana:	135,541.61
David Green:	645,558.76
Meat & Seafood:	1,156,972.41

	\$19,203,074.00

=====

B. Average Concession Revenues to AIAS Per Flight

\$19,203,074.00
divided by 5,900 (est.) FY88 Flights
= \$3,254.75 per flight

**C. Estimated Losses to Concession Revenues to AIAS From
Announced International Passenger Flight Losses**

\$3,254.75/flight x 1,929 flights = \$6,278,412.70

NOTE: The flights that are starting to "overfly" Anchorage primarily have Japanese travellers on board. Since the average Japanese traveller spends considerably more money at duty free shops world-wide than travellers from other countries, we have added a 25% factor above the \$6,278,412.70 figure to reflect the fact that many of the duty free shop's "best" customers are now starting to "overfly" Alaska.

\$6,278,412.70 x 1.25 ("Japanese Factor") = \$7,848,015.80
or approximate total losses of \$7,800,000.

=====

**IV. AVERAGE REVENUES TO AIRPORT OPERATORS PER
INTERNATIONAL PASSENGER FLIGHT**

A. These figures include revenues from the following organizations:

-duty free shops, restaurants, flight kitchens, ground handlers and airlines (fuel purchases, crew hotel and transportation costs, salaries and overhead for staffs, etc.)

B. Previous analysis has shown these costs to be approximately \$40,000/flight.

=====

C. Estimated direct losses to the Alaskan economy from the loss of these international passenger flights:

\$40,000/flight x 1,929 flights = \$77,160,000 less of airport operators' revenues.

- D. Estimated indirect losses to the Alaskan economy from the loss of these airport operator revenues:

NOTE: To determine the indirect impact of the \$77,160,000 direct impact, we used a RIMS II Multiplier of .6174.

$$\text{\$77,160,000 (direct)} \times .6174 \text{ (multiplier)} = \text{\$47,638,584}$$

or approximately \$47,600,000.

- E. Estimated total losses to the Alaskan economy from the loss of these airport operator revenues:

Direct Losses	\$ 77,160,000
Indirect Losses	47,600,000

	\$124,760,000
	=====

V. LOSS TO THE STATE'S ECONOMY

We calculate the loss to the State's economy caused by the elimination of these carrier's flights alone to equal approximately \$140,000,000 per year by 1991. This estimate includes the following components (rounded off):

-AIAS Revenues		\$ 10,700,000
-Operations	\$2,900,000	
-Concession	7,800,000	
-State of Alaska General Fund		1,500,000
-Gasoline Tax	1,500,000	
-Non-Airport Revenue Losses		124,760,000
-concession	77,160,000	
-indirect impact	47,600,000	

		\$136,960,000 per year
		=====

FISCAL YEAR

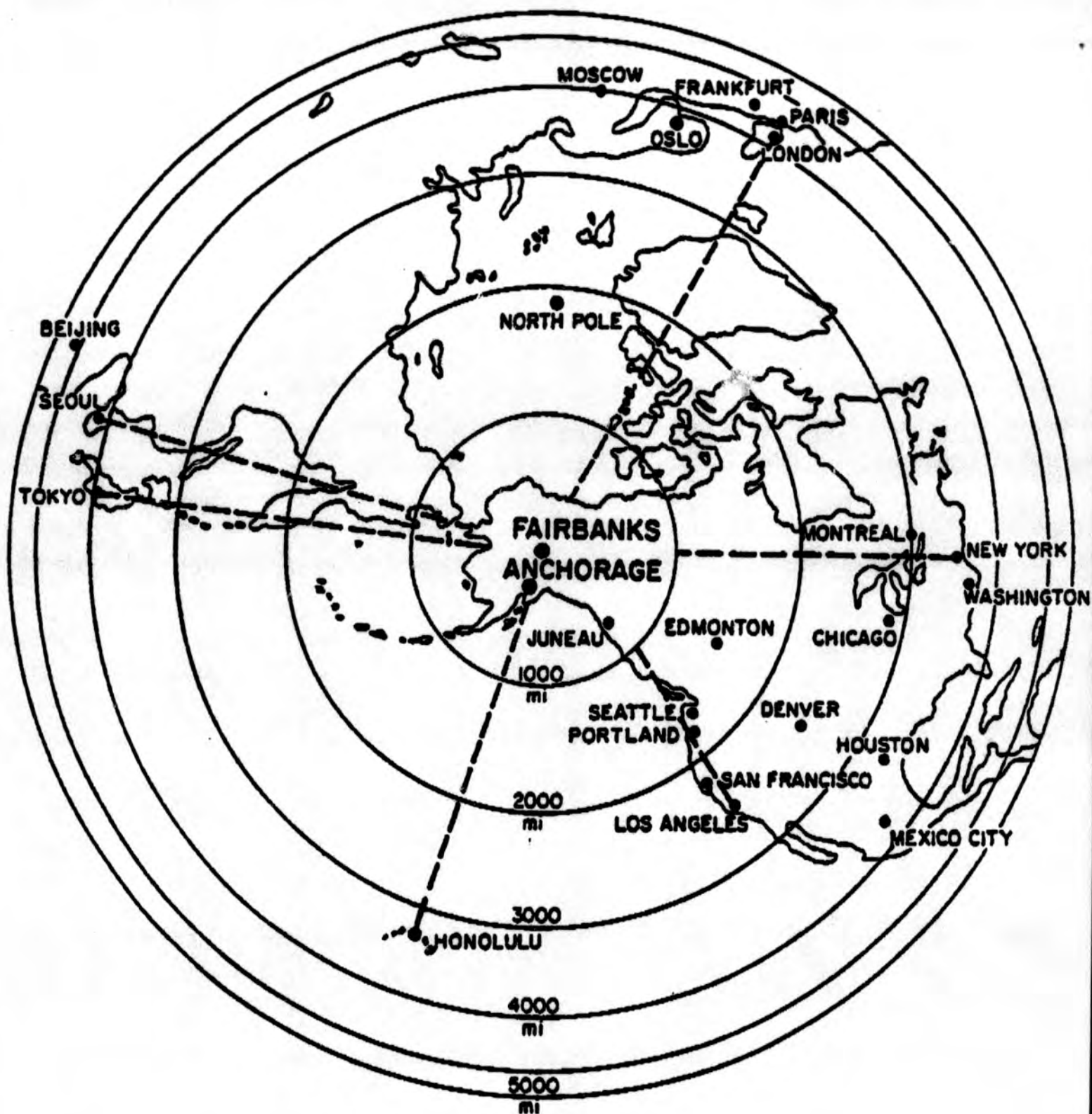
Year 1957 thru 1964 1965	Passengers In	Passengers Out	Total In - Out Passengers	Through Passengers	Total All Passengers	Freight In (lbs.)	Freight Out (lbs.)	Total Freight (lbs.)	Revenue Landing	Jets
1957	952,539	1,000,576	1,953,115	574,487	2,527,602	120,260,537	224,141,581	344,402,118	76,250	
1964	189,451	195,335	384,786	152,003	536,789	20,627,935	32,097,259	52,725,194	10,349	4,145
1965	213,180	219,047	432,227	216,648	649,075	20,762,213	37,394,229	58,156,442	11,584	4,721
1966	268,557	269,459	538,016	414,809	952,825	22,400,979	49,776,762	72,177,741	15,783	7,590
1967	331,726	357,516	689,242	418,732	1,107,974	25,980,908	75,573,582	101,554,490	18,892	9,992
1968	391,050	424,314	815,364	648,821	1,464,185	30,526,580	50,137,204	80,663,784	23,099	15,135
1969	426,248	433,163	859,411	807,722	1,667,133	32,241,373	60,865,051	93,106,424	25,104	18,070
1970	413,735	420,249	833,984	778,211	1,612,195	36,618,783	60,493,202	97,111,985	23,307	17,825
1971	451,455	461,777	913,232	654,681	1,567,913	44,026,537	65,937,427	109,963,964	27,596	20,875
1972	478,895	488,624	967,519	633,111	1,600,630	39,638,120	70,230,262	109,868,382	26,201	19,006
1973	540,877	551,947	1,092,824	796,045	1,888,869	60,786,732	83,642,968	144,429,700	27,939	19,397
1974	700,161	712,433	1,412,594	880,472	2,293,066	90,331,365	111,884,498	202,215,863	34,607	22,799
1975	857,162	870,024	1,727,186	884,762	2,611,948	106,702,662	155,280,054	261,982,716	38,448	25,528
1976	945,048	962,392	1,907,440	936,032	2,843,472	94,276,412	162,304,099	256,580,511	42,945	24,791
1977	955,628	979,636	1,935,264	976,059	2,911,323	99,358,565	162,669,378	262,027,943	47,350	26,150
1978	995,780	1,018,568	2,014,348	1,166,400	3,180,748	103,589,738	155,885,827	259,475,565	47,413	26,046
1979	990,517	1,007,535	1,998,052	1,267,474	3,265,526	95,800,920	157,068,269	252,869,189	44,782	25,388
1980	1,059,823	1,073,088	2,132,911	1,456,894	3,589,805	119,343,401	186,479,723	305,823,124	51,230	26,392
1981	1,165,305	1,177,717	2,343,022	1,503,206	3,846,228	118,323,615	181,394,276	299,717,891	57,311	31,326
1982	1,263,720	1,295,433	2,579,153	1,425,082	4,004,235	130,138,571	191,784,538	321,923,109	62,300	32,115
1983	1,328,793	1,335,646	2,664,439	1,372,679	4,037,118	134,684,627	187,725,215	322,409,842	71,785	36,797
1984	1,467,831	1,471,494	2,939,325	1,561,172	4,500,497	140,821,197	198,091,335	338,912,532	76,404	38,793
1985	1,491,413	1,507,603	2,999,016	1,634,829	4,633,845	117,496,348	182,887,953	300,384,301	72,034	37,556
1986	1,369,793	1,359,127	2,728,920	1,627,554	4,356,474	106,525,079	178,377,886	284,902,965	73,846	40,547
1987	1,349,644	1,371,500	2,721,144	1,706,831	4,427,975	116,067,500	192,277,003	308,344,503	74,715	41,002

SAT 67:00:00
FEB 01 88 09:23 AM '88

B.

FAIRBANKS INTERNATIONAL AIRPORT
CALENDAR YEAR STATISTICS

Year	Passengers				Freight		Revenue Landings	Jet Landings
	In	Out	In-Out	Transit	Total All	Total		
1957	41,750	45,828	87,578		87,578	19,642,903	5,261	
1958	42,754	42,569	85,323		85,323	17,905,380	4,641	
1959	47,436	50,601	98,037		98,037	27,507,692	5,913	
1960	53,703	57,566	111,349		111,349	27,258,756	6,117	
1961	73,818	67,767	141,585		141,585	28,567,666	6,278	
1962	60,541	61,589	122,130	11,864	133,994	24,812,143	5,836	
1963	62,724	65,923	128,647	9,139	137,786	26,072,856	4,810	
1964	67,917	68,961	136,878	15,718	152,596	30,929,589	4,344	
1965	73,108	72,011	145,119	7,774	152,893	29,517,378	3,352	397
1966	76,358	75,240	151,598	3,136	154,734	33,648,748	3,812	362
1967	97,530	99,952	197,482	3,709	201,191	38,669,756	4,904	463
1968	116,504	119,475	235,977	6,075	242,052	40,469,609	8,138	1,027
1969	157,345	157,710	315,055	24,802	339,857	240,522,439	22,643	1,058
1970	154,964	168,031	322,995	70,473	393,468	121,555,086	14,861	3,798
1971	137,277	142,695	279,972	77,230	357,202	118,316,949	9,145	4,956
1972	150,507	149,491	299,998	53,628	353,626	113,171,167	8,889	5,072
1973	159,781	142,873	201,654	49,629	331,483	95,848,628	23,416	4,459
1974	206,696	231,978	438,676	42,265	480,949	411,249,998	25,998	4,157
1975	320,315	333,270	653,585	8,286	661,871	360,484,304	28,618	5,159
1976	369,547	365,223	725,770	1,163	726,933	185,539,899	16,262	7,047
1977	288,166	276,157	556,323	2,304	558,627	152,854,406	13,443	6,787
1978	246,262	235,206	503,123	10,272	513,395	156,486,715	13,148	5,583
1979	227,372	235,206	462,578	425	463,003	120,313,785	14,345	5,507
1980	221,194	226,291	447,485	555	448,040	131,908,019	16,172	7,803
1981	249,832	249,101	498,933	1,663	500,596	151,697,791	15,608	7,899
1982	285,937	289,711	575,648	18,017	593,665	110,538,635	15,090	8,313
1983	285,944	287,872	573,816	28,479	602,295	91,027,711	16,061	8,589
1984	293,367	296,237	589,604	24,688	614,292	70,728,628	14,274	8,002
1985	274,921	270,826	545,747	46,742	592,489	51,164,883	15,071	8,943
1986	259,259	255,665	514,924	44,915	559,839	51,126,884	13,744	5,941
1987	243,207	244,391	487,598	38,563	526,161	47,768,977	15,195	6,632
1988	251,753	253,956	505,709	39,792	545,501	55,517,315		5,361



**GLOBAL PROJECTION CENTERED ON
ANCHORAGE AND FAIRBANKS
ALASKA**

ROLES AND RESPONSIBILITIES

For Discussion
Proposes Only

PURPOSE:

The Aviation Bilateral Committee (ABC) has been established as a state policy coordination group with respect to aviation bilateral agreements and negotiations between the U.S. and various foreign governments. State aviation bilateral policy shall be reviewed and discussed by the ABC, and approved by the DOT&PF Commissioner.

MEMBERSHIP:

Commissioner of DOT&PF and/or his designee-
as Chairperson.

Deputy Commissioner, Budget & Finance, DOT&PF

Executive Director - AIAS

Development Manager - AIAS

Commissioner of Commerce and/or his designee.

Governor's Office - Special Counsel State/Federal
Relations.

Director - Office of International Trade

Governor's Office - Special Staff Assistant for
DOT&PF.

ABC ROLES AND RESPONSIBILITIES:

- The committee will review and comment on draft state policy as relates to aviation bilateral agreements and negotiations.
- Evaluate changes and modifications to state aviation bilateral policy.
- Identify changes in existing aviation bilateral agreements necessary to attract and accommodate additional business opportunities to benefit the state.
- Serve as a clearinghouse for information regarding changes
- Draft or review correspondence to appropriate federal officials and Congressional delegation
- Monitor any active aviation bilateral negotiations ABC

MEMORANDUM

State of Alaska

TO: Mark Hickey
Commissioner

DATE: December 6, 1988

FILE NO: 413C

Randy Simmons
Deputy Commissioner
Budget & Finance

TELEPHONE NO: 266-1616

THRU:

Paul Meyerhoff II
Executive Director
AIAS

SUBJECT: Trip Report -
Luxembourg & Japan
Bilaterals

FROM: Gina Marie Lindsey
Development Manager
AIAS

I was in Washington D.C. 11/29 - 11/30 to discuss Luxembourg and Japan bilateral aviation negotiations with federal government representatives, Alaska congressional staffers, Cargolux, and their legal representatives. The following is a summary of the meetings Eric Ostrovsky, and I had and an update of the bilateral status relative to Luxembourg, Japan, and Alaska's interests.

LUXEMBOURG:

Eric Ostrovsky and I met with Ted Kronmiller and Steve Lachter of Patton, Boggs & Blow and five Cargolux representatives on Monday. Cargolux currently has five gateways and three frequencies per week approved by the U.S. government through an informal permit -- no formal bilateral. Cargolux wants several additional gateways (possibly Alaska and Huntsville, AL) and additional frequencies (at least one more through Seattle) established in a formal bilateral. They knew negotiations would be tough and were asking for support from Alaska, Huntsville, and Seattle to help DOT and State consider the airport and regional economic benefits accruing to gateways receiving Cargolux service.

Eric and I met subsequently on Monday with DOT (Patrick Murphy, Ed Oppler, and Susan McDermott) and State (Jeff Shane and Michael Goldman). Their position appeared quite fixed against either additional gateways or frequencies essentially because Luxembourg has nothing the U.S. carriers want and, in the face of that, the existing permit is quite liberal. We presented Alaska's interest, discussed the fact that an Alaska gateway is not analogous to lower 48 gateways and should not be assumed to be. By virtue of our strategic position, and lack of major origin-destination market, our opportunities for expanding and diversifying our economy lie in exploiting that geographic location. Major expansion in movement of people and goods will be by air. Alaska must have help from the federal government to assure the overall economic benefits to our area are

considered important when evaluating reciprocal value of aviation bilateral rights -- air carrier benefits are not the only benefits that should be factored into the equation.

On Tuesday we met with Jaimie Boucher (Murkowski), Jeff Smith (Young), and Wally Burnett (Stevens). Jaimie's major concern centered on whether reciprocal rights would be available to U.S. carriers if they wanted to serve Luxembourg and determining if there would be competitive damage to a U.S. carrier by granting the Alaska gateway to Cargolux. We made it clear to all staffers that Cargolux has made no commitment to Alaska. Apparently several calls were made late Tuesday and early Wednesday which had the net effect of "turning up the heat" on DOT and State.

On Wednesday the U.S. offered to substitute Huntsville and Alaska for New York and Houston (2 Cargolux gateways currently not served), but no additional frequencies, refused formal bilateral status but assured permit renewal in two years when it expires (assuming there's no change in company ownership). The Luxembourg government refused this because the gateway substitution was worth nothing without additional frequencies, and the conditional permit renewal was a right they already have. The U.S. discouraged Luxembourg from coming to the table again soon, but Steve Lachter estimates talks to be requested and scheduled in 3-6 months. In the meantime, Eric will stay in contact with Patton, Boggs and Blow. We have indicated a willingness to develop more definitive economic benefits information but need more specific plans from Cargolux in order to do this. My sense is that some quantifiable data will have to be presented before there is much hope of softening the U.S. position.

JAPAN:

While Luxembourg was the most immediate concern, Eric and I spent as much or more time on Japan. The new U.S. proposal modifies the two paragraphs setting parameters for new gateway selection so Alaska could now compete, however, we could never realistically compete successfully with other candidate U.S. gateways.

There is, however, a new paragraph specific to Alaska which allows either country to designate a carrier or carriers to start turnaround Alaska service. There appears to be no practical difference between this and gateway designation except there could be no "beyond" rights in Japan which may limit the growth potential of the route but does not appear critical for our purposes.

The Japanese have agreed to talks December 7-9. Now that the Alaska proposal is in the U.S. platform we must assure it stays there and does not become a "throw-away". Eric will be getting a copy of the U.S. position to the Congressional delegation so they know specifically what to push for should they choose to do so.

The sixth freedom issue could present a bit of a quandary to the State. Apparently Japan has agreed to 3 flights/week for Tigers' sixth freedom cargo. Tigers initially agreed but now says no: they contend they already have unlimited rights so why settle for less than that and then have to trade additional benefits for more sixth freedom frequencies in the future.

The U.S. has not yet responded on Japan's offer of three and is currently determining how to respond. They requested an Alaska position if we have one to share. The dilemma is that while we may agree with Tigers philosophically, rejection of the three frequencies could stall progress on other issues including the potential turnaround passenger right. It is not imperative that we take a position, but if we do it should be soon.

Jeff Shane feels the U.S. proposal is "very heavy" for the Japanese and has no assurances talks will make much progress after the Japanese see it.

/s/

cc: Aviation Bilateral Committee
Chris Birch, Airport Manager, FIA
Paul Meyerhoff II, Executive Director, AIAS
D.C. Ruff, Airport Manager, AIA
Marketing Advisory Committee

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CS SJR 15 (SITT)
PUBLISH DATE: 2/3/89

FISCAL NOTE

REQUEST:

Revision Date: _____

Title: Amending the support of bilateral
aviation agreements to better promote int. tourism, etc.

Agency Affected: _____

Sponsor: Uehling, Pearce, et al

Components: _____

Requestor: SITT

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Mike Szymanski

Division: _____

Phone: _____

Date: _____

Approved by Commissioner: Chairman Szymanski

Agency: Senate International Trade and Tourism Committee

Date: 2-1-89

Distribution (by preparer):

Legislative Finance

Legislative Sponsor

Requestor

Office of Management and Budget

Impacted Agency(ies)

page ____ of ____

Original sponsors: Uehling, Pearce,
-Szymanski, et al.

1 IN THE SENATE

BY THE SENATE SPECIAL COMMITTEE ON
INTERNATIONAL TRADE AND TOURISM

2 CS FOR SENATE JOINT RESOLUTION NO. 15 (ITT)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 Supporting bilateral aviation agreements
6 to better promote international tourism
7 and the movement of cargo through the
8 Alaska International Airport System.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS the international movement of cargo and passengers along air
11 routes available for service by Alaska airports is increasing and will
12 continue to increase over the foreseeable future; and

13 WHEREAS Alaska, with its unique geopolitical position is a national
14 resource with an inimitable opportunity to service intercontinental, inter-
15 national, and domestic flights; and

16 WHEREAS Alaska's airports have developed world-class facilities for
17 the smooth, efficient, and cost-effective handling of tremendous volumes of
18 international passenger and cargo traffic; and

19 WHEREAS more than 1,700,000 passengers and 7,100,000,000 pounds of
20 cargo flying between Europe and Asia traveled through the Alaska Inter-
21 national Airport System in 1988; and

22 WHEREAS Alaska's efforts to attract international visitors are greatly
23 hampered by unnecessary limitations on landing rights, visas, and interna-
24 tional carriers flying domestic routes; and

25 WHEREAS an aviation bilateral committee has been established in the
26 Alaska Department of Transportation and Public Facilities to coordinate
27 state action in support of efforts to expand international visitation and
28 use of the Alaska International Airport System; and

29 WHEREAS the United States is currently involved in negotiations to
S

1 secure new bilateral aviation agreements with countries likely to pursue
2 air travel opportunities in Alaska if allowed; and

3 WHEREAS the United States government is currently working to establish
4 a more positive international air travel system that is likely to benefit
5 Alaska; and

6 WHEREAS technological developments, including production of the Boeing
7 747-400, make transpolar travel possible without refueling stopovers in
8 Alaska; and

9 WHEREAS these technological developments may have negative effects on
10 Alaska's ability to directly serve international markets;

11 BE IT RESOLVED that the Alaska State Legislature strongly encourages
12 the United States Department of State and Department of Transportation to
13 continue to support Alaska's efforts to address the opportunities existing
14 in the international air travel market through the ongoing bilateral
15 aviation agreement negotiations; and be it

16 FURTHER RESOLVED that the Alaska State Legislature strongly urges the
17 Governor to ~~continue~~ to ensure that all departments of state government
18 work cooperatively to advance Alaska's interests in international aviation
19 bilateral agreements.

20 COPIES of this resolution shall be sent to James A. Baker, III, Secre-
21 tary of State; Samuel K. Skinner, Secretary of Transportation; and to the
22 Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and
23 the Honorable Don Young, U.S. Representative, members of the Alaska delega-
24 tion in Congress.

Introduced: 1/19/89

6-0572A

Referred: Special Committee on International
Trade and Tourism and Transportation

BY UEHLING, PEARCE,
SZYMANSKI, STURGULEWSKI,
KELLY, FRANK

IN THE SENATE

SENATE JOINT RESOLUTION NO. 15

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

Relating to the promotion of international tourism and the international movement of cargo through the Alaska International Airport System.

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

WHEREAS the international movement of cargo and passengers in markets directly served by Alaska is increasing and will continue to increase over the foreseeable future; and

WHEREAS Alaska, with its matchless geographical position represents a unique national asset and has an inimitable opportunity to service intercontinental, international, and domestic flight service; and

WHEREAS Alaska's efforts to attract international visitors are greatly hampered by unnecessary limitations on landing rights, visas, and international carriers flying domestic routes; and

WHEREAS the United States Department of State has demonstrated a willingness to support Alaska's efforts to attract additional international visitors and air traffic through enhanced attention to Alaska in the most recent United States bilateral aviation agreement proposal; and

WHEREAS Alaska's airports have developed world-class facilities for the smooth, efficient, and cost-effective handling of tremendous volumes of international passenger and cargo traffic; and

WHEREAS technological developments, including the new Boeing 747-400, may make transpolar travel possible without refueling stopovers in Alaska, so that it is crucial that the United States make it advantageous for international air carriers to use Alaska's airports to the greatest extent

1 possible for passenger and cargo operations; and

2 WHEREAS more than 4,400,000 passengers and 7,100,000 pounds of cargo
3 flying between Europe and Asia traveled through the Alaska International
4 Airport System in 1988; and

5 WHEREAS an aviation bilateral committee has been established in the
6 Alaska Department of Transportation and Public Facilities to coordinate
7 state action in support of efforts to expand international visitation and
8 use of the state's international airport system; and

9 WHEREAS the United States is currently involved in bilateral aviation
10 negotiations with countries likely to pursue air travel opportunities in
11 Alaska if allowed;

12 BE IT RESOLVED that the Alaska State Legislature strongly encourages
13 the United States Department of State to continue its ongoing efforts to
14 address the opportunities and inequities existing in the international air
15 travel market through bilateral aviation agreement negotiations.

16 COPIES of this resolution shall be sent to James A. Baker, III, Secre-
17 tary of State, and to the Honorable Ted Stevens and the Honorable Frank
18 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,
19 members of the Alaska delegation in Congress.
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Official Business

Alaska State Legislature

House of Representatives

Special Committee On Foreign Trade

P.O. Box V
State Capitol
Juneau, Alaska 99811
907-465-4942

MEMORANDUM

TO: Irene Cashen
Chief Clerk

FROM: Rep. George Jacko, Jr. 
Chairman
Special Committee on Foreign Trade

DATE: February 22, 1989

SUBJ: Foreign Trade Committee Schedule For Week of Feb. 27

Tuesday, February 28, 1989; 12:00 NOON; Room 124 Capitol

CS SJR 15 Supporting bilateral aviation agreements

HJR 27 Compensation for salmon interceptions

HJR 28 Beringia International Biosphere Reserve

Presentation on upcoming Hokkaido-Alaska Conference
Dr. Gary Anders, Associate Professor of Economics,
University of Alaska, Southeast

REP. DAVIDSON

✓
recorded



Alaska State Legislature

Representative Mike Davis

District 19

P.O. Box V
Juneau, Alaska 99811
(907) 465-4930/4941

Interim Office
P.O. Box 81435
Fairbanks, Alaska 99708
(907) 456-8161

To: All Representatives

From: Representative Mike Davis

Date: February 21, 1989

Re: HJR 28
Beringia International Biosphere Reserve

During the Moscow Summit in May of 1972, President Nixon and General Secretary Brezhnev developed the "Basic Principles of Relations Between the U.S. and the U.S.S.R.", in which the improvement of U.S.-Soviet relations was the central issue.

In 1987 at the Washington summit, President Reagan and General Secretary Gorbachev agreed in principle to "encourage expanded contacts and cooperation on issues relating to the Arctic... including cooperation of scientific research...of the region's environment."

HJR 28 would cover all those points, in just that spirit of cooperation. Here is an opportunity for Alaska and the Magadan Territory to work together for common goal.

The Beringian area is the Seward peninsula on the Alaska side and the Chukotsk peninsula on the Soviet side, and the portion of the Bering Sea joining the two. It is an area of outstanding biological and cultural values. A proposed Beringia International Biosphere designation would recognize this rich and unique area, encourage joint scientific research, and provide unprecedented opportunity for promoting mutual understanding between the U.S.S.R and the U.S for wise stewardship of shared resources.

A Biosphere Reserve would not change in any way the current status, such as subsistence use. Such a designation is simply an overlay on other existing land uses. In addition, local people benefit from Reserves in several other ways: more influence in land-use decisions, improved land management, and continued opportunities to maintain their existing ways of life.

1 IN THE HOUSE

BY M.DAVIS AND FOSTER

2 HOUSE JOINT RESOLUTION NO. 28

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 Relating to the Beringia International
6 Biosphere Reserve.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 WHEREAS the state has made a commitment to increasing Alaska-Soviet
9 cooperation in trade, tourism, and international goodwill; and

10 WHEREAS former President Reagan and Soviet General Secretary Gorbachev
11 agreed in principle at the 1987 Summit to encourage expanded contacts,
12 cooperation, and bilateral agreements on issues relating to the Arctic,
13 including cooperation of scientific research and management of the region's
14 natural resources; and

15 WHEREAS the area of the Bering Strait region once formed a land bridge
16 between Siberia and Alaska, and today is the meeting place of continents;
17 and

18 WHEREAS the effects of the connection between Siberia and Alaska are
19 seen throughout the Beringian region in fossils of plants and animals,
20 polar bears, migratory birds and marine mammals who roam freely from one
21 continent to the other, in the artifacts of ancient peoples and present
22 Eskimo family ties, and in commercial fishermen who share the same
23 resources; and

24 WHEREAS a Beringia Natural Heritage Program has been proposed that
25 would foster greater mutual understanding and cooperation between the
26 peoples of the U.S.S.R. and the U.S. and this program includes as a goal
27 the designation of a biosphere reserve in the area; and

28 WHEREAS the purpose of a biosphere reserve is to have people cooperate
29 in solving resource problems, share knowledge, improve management of

1 natural resources, monitor natural and human-caused changes, perpetuate and
2 learn from traditional forms of land use, and conserve biological resources
3 that are of unique and outstanding value; and

4 WHEREAS biosphere reserves, as part of a global network, encourage
5 international participation and scientific research, and are multipurpose,
6 and such a designation would be a symbolic recognition of the shared
7 Beringian heritage; and

8 WHEREAS local people benefit from biosphere reserves from protection
9 of basic resources, improved land management skills, a more productive and
10 diverse economic base, additional employment, more influence in land-use
11 decisions, and continued opportunities to maintain their existing ways of
12 living; and

13 WHEREAS similar environments and resources should encourage close
14 working relationships and communications and scientists of both nations
15 have already managed joint expeditions, studies, and symposia that have
16 contributed to international stewardship; and

17 WHEREAS further cooperative efforts would include a sharing of techni-
18 cal and planning data, exchanges of scientific and technical experts,
19 joint, multidisciplinary study teams, and student and volunteer exchanges;
20 and

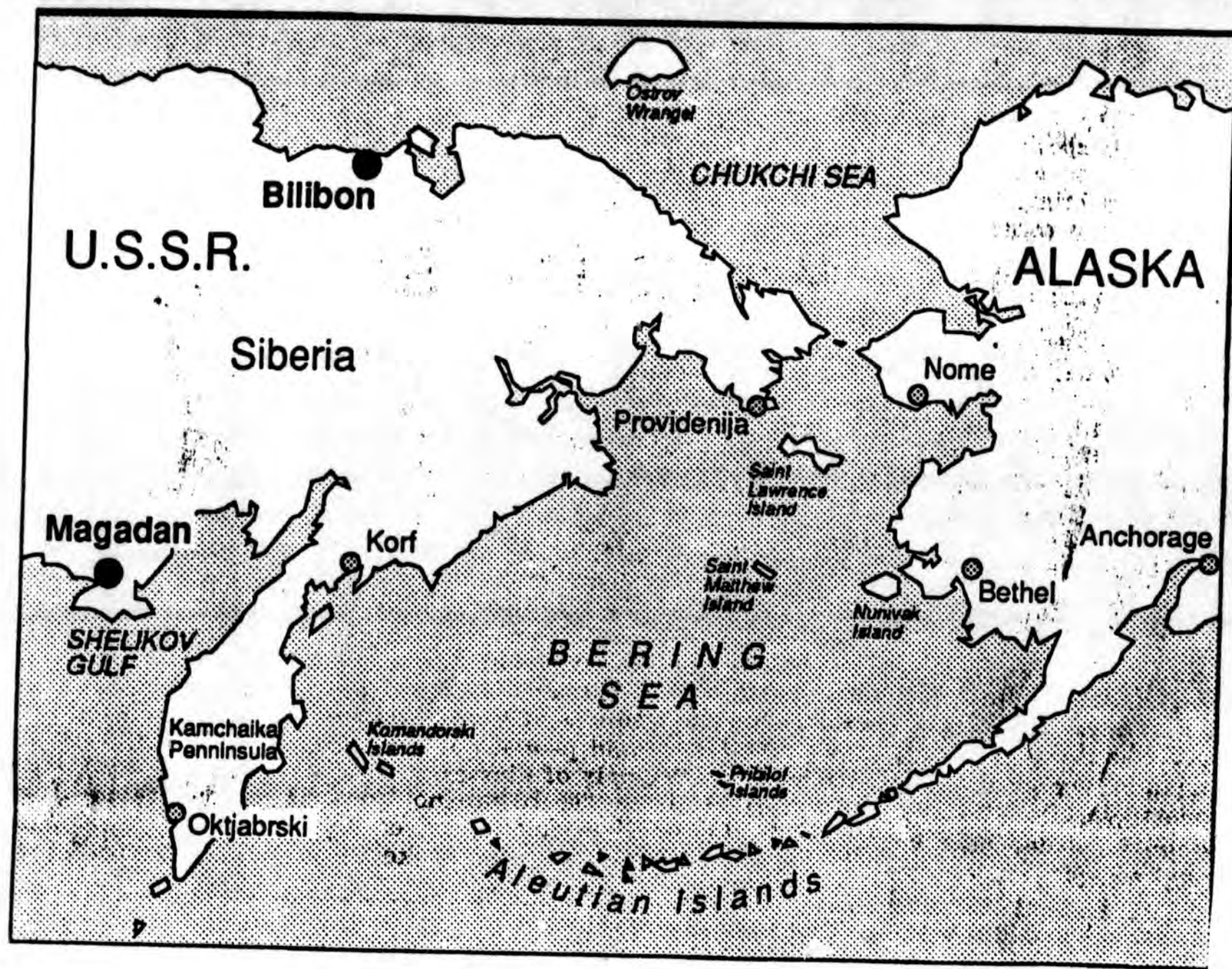
21 WHEREAS the Beringian region consists of land in the already existing
22 Noatak and Bering Land Bridge National Preserves that could serve as the
23 land base for the Alaska side of the biosphere reserve and the Chukotsk
24 Peninsula on the Soviet side, and portions of the Bering Sea joining the
25 Alaska and Soviet portions and such a designation would simply be an over-
26 lay on other existing land uses; and

27 WHEREAS because of similar environments, shared migratory wildlife,
28 and human histories intertwined from earliest times, the U.S. and Soviet
29 segments of Beringia form a natural and cultural entity;

1 BE IT RESOLVED that the Alaska State Legislature supports continued
2 work with the Governor and the people of the Magadan Territory towards the
3 designation of the Beringia International Biosphere Reserve due to its
4 extremely rich and unique biological and cultural resources.

5 COPIES of this resolution shall be sent to the Honorable George Bush,
6 President of the United States; to the Honorable Manuel Lujan, Jr., Secre-
7 tary of the Interior; to William Mott, Director of the National Park Ser-
8 vice; to Boyd Evison, Regional Director of the National Park Service,
9 Anchorage; and to the Honorable Ted Stevens and the Honorable Frank
10 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,
11 members of the Alaska delegation in Congress.

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1 IN THE HOUSE

BY ZAWACKI AND HANLEY

2

HOUSE JOINT RESOLUTION NO. 27

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

Relating to compensation for lost reve-

6

nue and income caused by high seas

7

interceptions of Alaskan salmon.

8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9

WHEREAS salmon are the mainstay of the Alaska fishing industry and are
10 the primary source of income for Alaska fishermen; and

11 WHEREAS the Alaska salmon fishery is a direct and indirect source of
12 revenue for the State of Alaska; and

13 WHEREAS salmon constitute the primary economic base of many coastal
14 and river communities of the state and are the principal component of the
15 subsistence economy of most villages in the state; and

16 WHEREAS the Yukon-Kuskokwim region of western Alaska is one of the
17 most economically disadvantaged areas of the United States where commer-
18 cial fishing is the single most important source of cash income, yet
19 produces an average of less than \$7,000 per fisherman per year; and

20 WHEREAS poor salmon runs in Southeast Alaska and the Kvichak River of
21 Bristol Bay in 1988 and the increased incidence of net marked salmon in
22 Southeast Alaska and Bristol Bay have focused attention on the high seas
23 interception of Alaska salmon; and

24 WHEREAS Japan, South Korea, and Taiwan conduct major high seas fisher-
25 ies for squid, groundfish, and other types of fish and these fisheries
26 intercept salmon from Alaska and other Pacific Coast states; and

27 WHEREAS it is estimated that the Japanese land-based and mothership
28 fleets alone could be intercepting as many as 2,000,000 salmon each year;
29 and

1 WHEREAS there have been recurring reports of large quantities of
2 illegally harvested salmon being sold in Europe and Asia; and

3 WHEREAS the National Marine Fisheries Service has concluded that an
4 enormous volume of salmon caught by foreign fishermen is being sold on
5 European markets; and

6 WHEREAS the illegal harvest and sale of Alaska salmon by foreign
7 fishing fleets are undercutting international sales of salmon by Alaska
8 fishermen and are having significant adverse economic effects on residents
9 of Alaska; and

10 WHEREAS the fishermen of Alaska cannot afford the direct loss of
11 salmon destined for Alaska fisheries and the indirect loss of income due to
12 unfair competition from the illegal sale of salmon that Alaska fishermen
13 otherwise would have caught; and

14 WHEREAS the State of Alaska cannot afford the loss of revenue it
15 derives from the salmon fishery and the increased cost of social services
16 to economically depressed salmon fishing communities; and

17 WHEREAS illegal high seas interceptions of Alaska salmon deprive the
18 State of Alaska of an economic return on its substantial investment in the
19 state's fishing and processing industries; and

20 WHEREAS it is difficult for individual fishermen or the State of
21 Alaska, without the cooperation of the federal government, to obtain com-
22 pensation for the loss of the Alaska salmon resource caused by foreign high
23 seas fishing fleets; and

24 WHEREAS customary international law recognizes that all nations have a
25 duty to cooperate in conserving salmon stocks on the high seas; and

26 WHEREAS the federal government has an obligation to protect the inter-
27 ests of its citizens and the states from the illegal actions of foreign
28 nations and citizens of those nations;

29 BE IT RESOLVED that the Alaska State Legislature respectfully requests

1 the President of the United States to bring an action before the appropri-
2 ate international tribunal for recovery of damages on behalf of the State
3 of Alaska and the fishermen of Alaska for revenue and income lost as a
4 consequence of the illegal high seas interception of Alaska salmon; and be
5 it

6 FURTHER RESOLVED that the Alaska State Legislature respectfully re-
7 quests the President of the United States to renegotiate existing fishery
8 treaties and agreements with Japan, South Korea, and Taiwan to provide
9 procedures whereby individual fishermen, fishermen's associations, and the
10 states may recover damages from foreign fishing companies for income and
11 revenue lost due to high seas interception of salmon in violation of the
12 treaty or agreement; and be it

13 FURTHER RESOLVED that the Alaska State Legislature respectfully re-
14 quests the Congress to establish a fund to reimburse Alaska fishermen and
15 the State of Alaska for the income and revenue lost by the high seas inter-
16 ception of Alaska salmon and that the fund be financed by a tariff on
17 fishery products originating in those nations whose fishermen are inter-
18 cepting Alaska salmon on the high seas.

19 COPIES of this resolution shall be sent to the Honorable George Bush,
20 President of the United States; the Honorable Dan Quayle, Vice-President of
21 the United States and President of the U.S. Senate; the Honorable James A.
22 Baker, III, U.S. Secretary of State; the Honorable Robert Mosbacher, U.S.
23 Secretary of Commerce; the Honorable Jim Wright, Speaker of the U.S. House
24 of Representatives; the Honorable George Deukmejian, Governor of the State
25 of California; the Honorable Leo T. McCarthy, President of the Senate of
26 the State of California; the Honorable Willie Lewis Brown, Jr., Speaker of
27 the Assembly of the State of California; the Honorable Cecil D. Andrus,
28 Governor of the State of Idaho; the Honorable C. L. Otter, President of the
29 Senate of the State of Idaho; the Honorable Tom Boyd, Speaker of the House

1 of Representatives of the State of Idaho; the Honorable Neil Goldschmidt,
2 Governor of the State of Oregon; the Honorable John Kitzhaber, President of
3 the Senate of the State of Oregon; the Honorable Vera Katz, Speaker of the
4 House of Representatives of the State of Oregon; the Honorable Booth
5 Gardner, Governor of the State of Washington; the Honorable Joel Pritchard,
6 President of the Senate of the State of Washington; the Honorable Joseph E.
7 King, Speaker of the House of Representatives of the State of Washington;
8 and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S.
9 Senators, and the Honorable Don Young, U.S. Representative, members of the
10 Alaska delegation in Congress.

BY M.DAVIS, FOSTER,
KOPONEN, BROWN AND
NAVARRE

1 IN THE HOUSE

2

HOUSE JOINT RESOLUTION NO. 28

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

Relating to the Beringia International

6

Biosphere Reserve.

7 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8

WHEREAS the state has made a commitment to increasing Alaska-Soviet

9

cooperation in trade, tourism, and international goodwill; and

10

WHEREAS former President Reagan and Soviet General Secretary Gorbachev

11

agreed in principle at the 1987 Summit to encourage expanded contacts,

12

cooperation, and bilateral agreements on issues relating to the Arctic,

13

including cooperation of scientific research and management of the region's

14

natural resources; and

15

WHEREAS the area of the Bering Strait region once formed a land bridge

16

between Siberia and Alaska, and today is the meeting place of continents;

17

and

18

WHEREAS the effects of the connection between Siberia and Alaska are

19

seen throughout the Beringian region in fossils of plants and animals,

20

polar bears, migratory birds and marine mammals who roam freely from one

21

continent to the other, in the artifacts of ancient peoples and present

22

Eskimo family ties, and in commercial fishermen who share the same

23

resources; and

24

WHEREAS a Beringia Natural Heritage Program has been proposed that

25

would foster greater mutual understanding and cooperation between the

26

peoples of the U.S.S.R. and the U.S. and this program includes as a goal

27

the designation of a biosphere reserve in the area; and

28

WHEREAS the purpose of a biosphere reserve is to have people cooperate

29

in solving resource problems, share knowledge, improve management of

1 natural resources, monitor natural and human-caused changes, perpetuate and
2 learn from traditional forms of land use, and conserve biological resources
3 that are of unique and outstanding value; and

4 WHEREAS biosphere reserves, as part of a global network, encourage
5 international participation and scientific research, and are multipurpose,
6 and such a designation would be a symbolic recognition of the shared
7 Beringian heritage; and

8 WHEREAS local people benefit from biosphere reserves from protection
9 of basic resources, improved land management skills, a more productive and
10 diverse economic base, additional employment, more influence in land-use
11 decisions, and continued opportunities to maintain their existing ways of
12 living; and

13 WHEREAS similar environments and resources should encourage close
14 working relationships and communications and scientists of both nations
15 have already managed joint expeditions, studies, and symposia that have
16 contributed to international stewardship; and

17 WHEREAS further cooperative efforts would include a sharing of techni-
18 cal and planning data, exchanges of scientific and technical experts,
19 joint, multidisciplinary study teams, and student and volunteer exchanges;
20 and

21 WHEREAS the Beringian region consists of land in the already existing
22 Noatak and Bering Land Bridge National Preserves that could serve as the
23 land base for the Alaska side of the biosphere reserve and the Chukotsk
24 Peninsula on the Soviet side, and portions of the Bering Sea joining the
25 Alaska and Soviet portions and such a designation would simply be an over-
26 lay on other existing land uses; and

27 WHEREAS because of similar environments, shared migratory wildlife,
28 and human histories intertwined from earliest times, the U.S. and Soviet
29 segments of Beringia form a natural and cultural entity;

1 BE IT RESOLVED that the Alaska State Legislature supports continued
2 work with the Governor and the people of the Magadan Territory towards the
3 designation of the Beringia International Biosphere Reserve due to its
4 extremely rich and unique biological and cultural resources.

5 COPIES of this resolution shall be sent to the Honorable George Bush,
6 President of the United States; to the Honorable Manuel Lujan, Jr., Secre-
7 tary of the Interior; to William Mott, Director of the National Park Ser-
8 vice; to Boyd Evison, Regional Director of the National Park Service,
9 Anchorage; and to the Honorable Ted Stevens and the Honorable Frank
10 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,
11 members of the Alaska delegation in Congress.

Original sponsors: Uehling, Pearce,
Szymanski, et al.

1 IN THE SENATE
2 CS FOR SENATE JOINT RESOLUTION NO. 15 (ITT)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 SIXTEENTH LEGISLATURE - FIRST SESSION
5 Supporting bilateral aviation agreements
6 to better promote international tourism
7 and the movement of cargo through the
8 Alaska International Airport System.
9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:
10 WHEREAS the international movement of cargo and passengers along air
11 routes available for service by Alaska airports is increasing and will
12 continue to increase over the foreseeable future; and
13 WHEREAS Alaska, with its unique geopolitical position is a national
14 resource with an inimitable opportunity to service intercontinental, inter-
15 national, and domestic flights; and
16 WHEREAS Alaska's airports have developed world-class facilities for
17 the smooth, efficient, and cost-effective handling of tremendous volumes of
18 international passenger and cargo traffic; and
19 WHEREAS more than 1,700,000 passengers and 7,100,000,000 pounds of
20 cargo flying between Europe and Asia traveled through the Alaska Inter-
21 national Airport System in 1988; and
22 WHEREAS Alaska's efforts to attract international visitors are greatly
23 hampered by unnecessary limitations on landing rights, visas, and interna-
24 tional carriers flying domestic routes; and
25 WHEREAS an aviation bilateral committee has been established in the
26 Alaska Department of Transportation and Public Facilities to coordinate
27 state action in support of efforts to expand international visitation and
28 use of the Alaska International Airport System; and
29 WHEREAS the United States is currently involved in negotiations to

1 secure new bilateral aviation agreements with countries likely to pursue
2 air travel opportunities in Alaska if allowed; and

3 WHEREAS the United States government is currently working to establish
4 a more positive international air travel system that is likely to benefit
5 Alaska; and

6 WHEREAS technological developments, including production of the Boeing
7 747-400, make transpolar travel possible without refueling stopovers in
8 Alaska; and

9 WHEREAS these technological developments may have negative effects on
10 Alaska's ability to directly serve international markets;

11 BE IT RESOLVED that the Alaska State Legislature strongly encourages
12 the United States Department of State and Department of Transportation to
13 continue to support Alaska's efforts to address the opportunities existing
14 in the international air travel market through the ongoing bilateral
15 aviation agreement negotiations; and be it

16 FURTHER RESOLVED that the Alaska State Legislature strongly urges the
17 Governor to continue to ensure that all departments of state government
18 work cooperatively to advance Alaska's interests in international aviation
19 bilateral agreements.

20 COPIES of this resolution shall be sent to James A. Baker, III, Secre-
21 tary of State; Samuel K. Skinner, Secretary of Transportation; and to the
22 Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and
23 the Honorable Don Young, U.S. Representative, members of the Alaska delega-
24 tion in Congress.

1 IN THE HOUSE

BY ZAWACKI AND HANLEY

2

HOUSE JOINT RESOLUTION NO. 27

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

Relating to compensation for lost reve-

6

nue and income caused by high seas

7

interceptions of Alaskan salmon.

8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 WHEREAS salmon are the mainstay of the Alaska fishing industry and are
10 the primary source of income for Alaska fishermen; and

11 WHEREAS the Alaska salmon fishery is a direct and indirect source of
12 revenue for the State of Alaska; and

13 WHEREAS salmon constitute the primary economic base of many coastal
14 and river communities of the state and are the principal component of the
15 subsistence economy of most villages in the state; and

16 WHEREAS the Yukon-Kuskokwim region of western Alaska is one of the
17 most economically disadvantaged areas of the United States where commer-
18 cial fishing is the single most important source of cash income, yet
19 produces an average of less than \$7,000 per fisherman per year; and

20 WHEREAS poor salmon runs in Southeast Alaska and the Kvichak River of
21 Bristol Bay in 1988 and the increased incidence of net marked salmon in
22 Southeast Alaska and Bristol Bay have focused attention on the high seas
23 interception of Alaska salmon; and

24 WHEREAS Japan, South Korea, and Taiwan conduct major high seas fisher-
25 ies for squid, groundfish, and other types of fish and these fisheries
26 intercept salmon from Alaska and other Pacific Coast states; and

27 WHEREAS it is estimated that the Japanese land-based and mothership
28 fleets alone could be intercepting as many as 2,000,000 salmon each year;
29 and

1 WHEREAS there have been recurring reports of large quantities of
2 illegally harvested salmon being sold in Europe and Asia; and

3 WHEREAS the National Marine Fisheries Service has concluded that an
4 enormous volume of salmon caught by foreign fishermen is being sold on
5 European markets; and

6 WHEREAS the illegal harvest and sale of Alaska salmon by foreign
7 fishing fleets are undercutting international sales of salmon by Alaska
8 fishermen and are having significant adverse economic effects on residents
9 of Alaska; and

10 WHEREAS the fishermen of Alaska cannot afford the direct loss of
11 salmon destined for Alaska fisheries and the indirect loss of income due to
12 unfair competition from the illegal sale of salmon that Alaska fishermen
13 otherwise would have caught; and

14 WHEREAS the State of Alaska cannot afford the loss of revenue it
15 derives from the salmon fishery and the increased cost of social services
16 to economically depressed salmon fishing communities; and

17 WHEREAS illegal high seas interceptions of Alaska salmon deprive the
18 State of Alaska of an economic return on its substantial investment in the
19 state's fishing and processing industries; and

20 WHEREAS it is difficult for individual fishermen or the State of
21 Alaska, without the cooperation of the federal government, to obtain com-
22 pensation for the loss of the Alaska salmon resource caused by foreign high
23 seas fishing fleets; and

24 WHEREAS customary international law recognizes that all nations have a
25 duty to cooperate in conserving salmon stocks on the high seas; and

26 WHEREAS the federal government has an obligation to protect the inter-
27 ests of its citizens and the states from the illegal actions of foreign
28 nations and citizens of those nations;

29 BE IT RESOLVED that the Alaska State Legislature respectfully requests

1 the President of the United States to bring an action before the appropri-
2 ate international tribunal for recovery of damages on behalf of the State
3 of Alaska and the fishermen of Alaska for revenue and income lost as a
4 consequence of the illegal high seas interception of Alaska salmon; and be
5 it

6 FURTHER RESOLVED that the Alaska State Legislature respectfully re-
7 quests the President of the United States to renegotiate existing fishery
8 treaties and agreements with Japan, South Korea, and Taiwan to provide
9 procedures whereby individual fishermen, fishermen's associations, and the
10 states may recover damages from foreign fishing companies for income and
11 revenue lost due to high seas interception of salmon in violation of the
12 treaty or agreement; and be it

13 FURTHER RESOLVED that the Alaska State Legislature respectfully re-
14 quests the Congress to establish a fund to reimburse Alaska fishermen and
15 the State of Alaska for the income and revenue lost by the high seas inter-
16 ception of Alaska salmon and that the fund be financed by a tariff on
17 fishery products originating in those nations whose fishermen are inter-
18 cepting Alaska salmon on the high seas.

19 COPIES of this resolution shall be sent to the Honorable George Bush,
20 President of the United States; the Honorable Dan Quayle, Vice-President of
21 the United States and President of the U.S. Senate; the Honorable James A.
22 Baker, III, U.S. Secretary of State; the Honorable Robert Mosbacher, U.S.
23 Secretary of Commerce; the Honorable Jim Wright, Speaker of the U.S. House
24 of Representatives; the Honorable George Deukmejian, Governor of the State
25 of California; the Honorable Leo T. McCarthy, President of the Senate of
26 the State of California; the Honorable Willie Lewis Brown, Jr., Speaker of
27 the Assembly of the State of California; the Honorable Cecil D. Andrus,
28 Governor of the State of Idaho; the Honorable C. L. Otter, President of the
29 Senate of the State of Idaho; the Honorable Tom Boyd, Speaker of the House

1 of Representatives of the State of Idaho; the Honorable Neil Goldschmidt,
2 Governor of the State of Oregon; the Honorable John Kitzhaber, President of
3 the Senate of the State of Oregon; the Honorable Vera Katz, Speaker of the
4 House of Representatives of the State of Oregon; the Honorable Booth
5 Gardner, Governor of the State of Washington; the Honorable Joel Pritchard,
6 President of the Senate of the State of Washington; the Honorable Joseph E.
7 King, Speaker of the House of Representatives of the State of Washington;
8 and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S.
9 Senators, and the Honorable Don Young, U.S. Representative, members of the
10 Alaska delegation in Congress.

Original sponsors: Uehling, Pearce,
Szymanski, et al.

1 IN THE SENATE
2 CS FOR SENATE JOINT RESOLUTION NO. 15 (ITT)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 SIXTEENTH LEGISLATURE - FIRST SESSION
5 Supporting bilateral aviation agreements
6 to better promote international tourism
7 and the movement of cargo through the
8 Alaska International Airport System.
9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:
10 WHEREAS the international movement of cargo and passengers along air
11 routes available for service by Alaska airports is increasing and will
12 continue to increase over the foreseeable future; and
13 WHEREAS Alaska, with its unique geopolitical position is a national
14 resource with an inimitable opportunity to service intercontinental, inter-
15 national, and domestic flights; and
16 WHEREAS Alaska's airports have developed world-class facilities for
17 the smooth, efficient, and cost-effective handling of tremendous volumes of
18 international passenger and cargo traffic; and
19 WHEREAS more than 1,700,000 passengers and 7,100,000,000 pounds of
20 cargo flying between Europe and Asia traveled through the Alaska Inter-
21 national Airport System in 1988; and
22 WHEREAS Alaska's efforts to attract international visitors are greatly
23 hampered by unnecessary limitations on landing rights, visas, and interna-
24 tional carriers flying domestic routes; and
25 WHEREAS an aviation bilateral committee has been established in the
26 Alaska Department of Transportation and Public Facilities to coordinate
27 state action in support of efforts to expand international visitation and
28 use of the Alaska International Airport System; and
29 WHEREAS the United States is currently involved in negotiations to

1 secure new bilateral aviation agreements with countries likely to pursue
2 air travel opportunities in Alaska if allowed; and

3 WHEREAS the United States government is currently working to establish
4 a more positive international air travel system that is likely to benefit
5 Alaska; and

6 WHEREAS technological developments, including production of the Boeing
7 747-400, make transpolar travel possible without refueling stopovers in
8 Alaska; and

9 WHEREAS these technological developments may have negative effects on
10 Alaska's ability to directly serve international markets;

11 BE IT RESOLVED that the Alaska State Legislature strongly encourages
12 the United States Department of State and Department of Transportation to
13 continue to support Alaska's efforts to address the opportunities existing
14 in the international air travel market through the ongoing bilateral
15 aviation agreement negotiations; and be it

16 FURTHER RESOLVED that the Alaska State Legislature strongly urges the
17 Governor to continue to ensure that all departments of state government
18 work cooperatively to advance Alaska's interests in international aviation
19 bilateral agreements.

20 COPIES of this resolution shall be sent to James A. Baker, III, Secre-
21 tary of State; Samuel K. Skinner, Secretary of Transportation; and to the
22 Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and
23 the Honorable Don Young, U.S. Representative, members of the Alaska delega-
24 tion in Congress.

BY UEHLING, PEARCE,
SZYMANSKI, STURGULEWSKI,
KELLY, FRANK

1 IN THE SENATE

2

SENATE JOINT RESOLUTION NO. 15

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

Relating to the promotion of interna-

6

tional tourism and the international

7

movement of cargo through the Alaska

8

International Airport System.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS the international movement of cargo and passengers in markets
11 directly served by Alaska is increasing and will continue to increase over
12 the foreseeable future; and

13 WHEREAS Alaska, with its matchless geographical position represents a
14 unique national asset and has an inimitable opportunity to service inter-
15 continental, international, and domestic flight service; and

16 WHEREAS Alaska's efforts to attract international visitors are greatly
17 hampered by unnecessary limitations on landing rights, visas, and interna-
18 tional carriers flying domestic routes; and

19 WHEREAS the United States Department of State has demonstrated a
20 willingness to support Alaska's efforts to attract additional international
21 visitors and air traffic through enhanced attention to Alaska in the most
22 recent United States bilateral aviation agreement proposal; and

23 WHEREAS Alaska's airports have developed world-class facilities for
24 the smooth, efficient, and cost-effective handling of tremendous volumes of
25 international passenger and cargo traffic; and

26 WHEREAS technological developments, including the new Boeing 747-400,
27 may make transpolar travel possible without refueling stopovers in Alaska,
28 so that it is crucial that the United States make it advantageous for
29 international air carriers to use Alaska's airports to the greatest extent

1 possible for passenger and cargo operations; and

2 WHEREAS more than 4,400,000 passengers and 7,100,000 pounds of cargo
3 flying between Europe and Asia traveled through the Alaska International
4 Airport System in 1988; and

5 WHEREAS an aviation bilateral committee has been established in the
6 Alaska Department of Transportation and Public Facilities to coordinate
7 state action in support of efforts to expand international visitation and
8 use of the state's international airport system; and

9 WHEREAS the United States is currently involved in bilateral aviation
10 negotiations with countries likely to pursue air travel opportunities in
11 Alaska if allowed;

12 BE IT RESOLVED that the Alaska State Legislature strongly encourages
13 the United States Department of State to continue its ongoing efforts to
14 address the opportunities and inequities existing in the international air
15 travel market through bilateral aviation agreement negotiations.

16 COPIES of this resolution shall be sent to James A. Baker, III, Secre-
17 tary of State; and to the Honorable Ted Stevens and the Honorable Frank
18 Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative,
19 members of the Alaska delegation in Congress.

T E S T I M O N Y

HOUSE SPECIAL COMMITTEE ON FOREIGN TRADE

HJR 27

by
Representative Jim Zawacki

February 27, 1989

The importance of conservation and protection of Alaska's fisheries is a continuing concern for all Alaskans. This concern is also significant in terms of state and federal relations and responsibilities to assure the anadromous fish of Alaskan origin are protected on the high seas.

The issues addressed in HJR 27 ask the President of the United States to bring an action before the appropriate international tribunal for recovery of damages on behalf of the State of Alaska and the commercial fishermen of Alaska for revenue and income lost as a consequence of the illegal high seas interception of Alaska salmon.

Secondly, the President of the United States is asked to renegotiate existing treaties and agreements with Japan, and South Korea, and negotiate an agreement with Taiwan to provide procedures whereby individual fishermen, fishermen's associations, and the state may recover damages from foreign fishing companies for income and revenue lost due to high seas interception of salmon in violation of the treaty or agreement.

Finally, Congress is asked to establish a fund to reimburse Alaska fishermen and the State of Alaska for the income and revenue lost by the high seas interception of Alaska salmon and that the fund be financed by a tariff on fishery products originating in those nations whose fishermen are intercepting Alaska salmon on the high seas.

Since most of the Pacific coast states are affected by high seas interceptions of anadromous fish originating within their waters, it is imperative that Pacific coast states be informed of solutions sought in Alaska to remedy the high seas interception of salmon.

T E S T I M O N Y

HOUSE SPECIAL COMMITTEE ON FOREIGN TRADE

HJR 27

by
Dr. David C. Harrison
Commercial Fisherman
Bristol Bay, Alaska

February 27, 1989

Prior to Statehood, the U. S. Fish and Wildlife Service within the Department of the Interior conserved, protected and managed the fisheries for Alaska. Since Statehood, the Alaska Department of Fish and Game has attempted to regulate, protect, and conserve the fisheries.

I started commercial fishing as a crewman on a double-enders converted sailboat in 1957. I have been fishing commercially for 30 or more years in Bristol Bay. There have been times when very little fishing was allowed because of foreign interception of fish left insufficient spawning stock for conservation and protection.

Since 1957, I have witnessed an abundant Bristol Bay fishery become so depleted that the fish stocks were endangered to the point of closing the fisheries down completely. In turn, the people who depend upon the fisheries for a livelihood can no longer do so with certainty because high seas interceptions deny commercial fishermen income that is rightfully theirs.

In 1963, the foreign interceptions on the high seas devastated the entire fishery of Western Alaska. Thousands of families returned home empty handed. The Federal Government was called upon to provide emergency food, clothing, fuel and other necessities of life. Families hunted for food and game as best they could to provide for their children. The State of Alaska sent in National Guard planes with food and other necessities of life in order for families to survive. Scenes of this nature have been too often a part of promised rewarded life for those that worked hard to earn their livelihood in the fisheries.

Schools, communities, businesses that relied upon revenue and income to pay bills were left out in the cold along with the many thousands of families who endured great hardship because of the United States foreign policy of allowing high seas interceptions without adequate protection and safeguards devastated the salmon fisheries of Alaska.

The time has come for the United States to treat its citizens like they were citizens of America. We have sacrificed long enough, it is time the U.S. State Department changed its attitude towards citizens of the United States - after all- it is their prime responsibility to protect citizens against foreign intervention in their livelihood. It is not too late to start the process now. Seek appropriate court action, if not, provide compensation for lost wages to commercial fishermen.

Introduced: 2/17/89
Referred: House Special Committee
on Foreign Trade and Resources

IN THE HOUSE

BY ZAWACKI AND HANLEY

HOUSE JOINT RESOLUTION NO. 27

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

Relating to compensation for lost revenue and income caused by high seas interceptions of Alaska salmon.

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

WHEREAS salmon are the mainstay of the Alaska fishing industry and are the primary source of income for Alaska fishermen; and

WHEREAS the Alaska salmon fishery is a direct and indirect source of revenue for the State of Alaska; and

WHEREAS salmon constitute the primary economic base of many coastal and river communities of the state and are the principal component of the subsistence economy of most villages in the state; and

WHEREAS the Yukon-Kuskokwim region of western Alaska is one of the most economically disadvantaged areas of the United States where commercial fishing is the single most important source of cash income, yet produces an average of less than \$7,000 per fisherman per year; and

WHEREAS poor salmon runs in Southeast Alaska and the Kvichak River of Bristol Bay in 1988 and the increased incidence of net marked salmon in Southeast Alaska and Bristol Bay have focused attention on the high seas interception of Alaska salmon; and

WHEREAS Japan, South Korea, and Taiwan conduct major high seas fisheries for squid, groundfish, and other types of fish and these fisheries intercept salmon from Alaska and other Pacific Coast states; and

WHEREAS it is estimated that the Japanese land-based and mothership fleets alone could be intercepting as many as 2,000,000 salmon each year; and

HJR 27

1 WHEREAS there have been recurring reports of large quantities of
2 illegally harvested salmon being sold in Europe and Asia; and

3 WHEREAS the National Marine Fisheries Service has concluded that an
4 enormous volume of salmon caught by foreign fishermen is being sold on
5 European markets; and

6 WHEREAS the illegal harvest and sale of Alaska salmon by foreign
7 fishing fleets are undercutting international sales of salmon by Alaska
8 fishermen and are having significant adverse economic effects on residents
9 of Alaska; and

10 WHEREAS the fishermen of Alaska cannot afford the direct loss of
11 salmon destined for Alaska fisheries and the indirect loss of income due to
12 unfair competition from the illegal sale of salmon that Alaska fishermen
13 otherwise would have caught; and

14 WHEREAS the State of Alaska cannot afford the loss of revenue it
15 derives from the salmon fishery and the increased cost of social services
16 to economically depressed salmon fishing communities; and

17 WHEREAS illegal high seas interceptions of Alaska salmon deprive the
18 State of Alaska of an economic return on its substantial investment in the
19 state's fishing and processing industries; and

20 WHEREAS it is difficult for individual fishermen or the State of
21 Alaska, without the cooperation of the federal government, to obtain com-
22 pensation for the loss of the Alaska salmon resource caused by foreign high
23 seas fishing fleets; and

24 WHEREAS customary international law recognizes that all nations have a
25 duty to cooperate in conserving salmon stocks on the high seas; and

26 WHEREAS the federal government has an obligation to protect the inter-
27 ests of its citizens and the states from the illegal actions of foreign
28 nations and citizens of those nations;

29 BE IT RESOLVED that the Alaska State Legislature respectfully requests

1 the President of the United States to bring an action before the appropri-
2 ate international tribunal for recovery of damages on behalf of the State
3 of Alaska and the fishermen of Alaska for revenue and income lost as a
4 consequence of the illegal high seas interception of Alaska salmon; and be
5 it

6 **FURTHER RESOLVED** that the Alaska State Legislature respectfully re-
7 quests the President of the United States to renegotiate existing fishery
8 treaties and agreements with Japan, South Korea, and Taiwan to provide
9 procedures whereby individual fishermen, fishermen's associations, and the
10 states may recover damages from foreign fishing companies for income and
11 revenue lost due to high seas interception of salmon in violation of the
12 treaty or agreement; and be it

13 **FURTHER RESOLVED** that the Alaska State Legislature respectfully re-
14 quests the Congress to establish a fund to reimburse Alaska fishermen and
15 the State of Alaska for the income and revenue lost by the high seas inter-
16 ception of Alaska salmon and that the fund be financed by a tariff on
17 fishery products originating in those nations whose fishermen are inter-
18 cepting Alaska salmon on the high seas.

19 **COPIES** of this resolution shall be sent to the Honorable George Bush,
20 President of the United States; the Honorable Dan Quayle, Vice-President of
21 the United States and President of the U.S. Senate; the Honorable James A.
22 Baker, III, U.S. Secretary of State; the Honorable Robert Mosbacher, U.S.
23 Secretary of Commerce; the Honorable Jim Wright, Speaker of the U.S. House
24 of Representatives; the Honorable George Deukmejian, Governor of the State
25 of California; the Honorable Leo T. McCarthy, President of the Senate of
26 the State of California; the Honorable Willie Lewis Brown, Jr., Speaker of
27 the Assembly of the State of California; the Honorable Cecil D. Andrus,
28 Governor of the State of Idaho; the Honorable C. L. Otter, President of the
29 Senate of the State of Idaho; the Honorable Tom Boyd, Speaker of the House

1 of Representatives of the State of Idaho; the Honorable Neil Goldschmidt,
2 Governor of the State of Oregon; the Honorable John Kitzhaber, President of
3 the Senate of the State of Oregon; the Honorable Vera Katz, Speaker of the
4 House of Representatives of the State of Oregon; the Honorable Booth
5 Gardner, Governor of the State of Washington; the Honorable Joel Fritchard,
6 President of the Senate of the State of Washington; the Honorable Joseph E.
7 King, Speaker of the House of Representatives of the State of Washington;
8 and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S.
9 Senators, and the Honorable Don Young, U.S. Representative, members of the
10 Alaska delegation in Congress.