

ALASKA LEGISLATURE COMMITTEE FILES 1901-1902 00/2

2128 HT. SB 98 - SB 135

2128

ALL SENIOR CITIZENS - ALASKA PORTS ONLY

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September 30:	\$184.4	\$ 91.4	\$35.0	\$29.9
October through May 15:	-0-	\$ 62.1	\$14.9	\$15.4
TOTAL	\$184.4	\$153.5	\$49.9	\$45.3

For a twelve month reduction in revenue of: \$433.1

360

II. If this were expanded to the use of the Southern Terminus (either Seattle or Prince Rupert), we could expect an increase in usage of the senior citizen pass procedure to reduce revenues as follows:

ALL SENIOR CITIZENS - ALL PORTS

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September:	\$368.7	\$182.8	\$70.0	\$59.7
October through May 15:	\$ 38.2	\$124.1	\$29.9	\$30.7
TOTAL	\$406.9	\$306.9	\$99.9	\$90.4

For a total of: \$904.1

If expanded to include the Southern Terminus for all senior citizens with no space available limitations, the nationally well-organized senior citizen groups would tend to fill the vessels to the detriment of full-fare paying travelers. Because this plan would increase the average age of the traveling public, it would result in the expansion of service to meet the needs of the older passenger. It is anticipated this could be accomplished by the addition of two Steward personnel on each of the larger vessels, and one each on smaller vessels.

Yearly costs as follows:

M/V's COLUMBIA, MALASPINA, MATANUSKA	2 each	6 X \$31,013 =	\$186,078
M/V's TAKU, LeCONTE, AURORA	1 each	3 X \$31,013 =	\$ 93,038
M/V's TUSTUMENA and BARTLETT	1 each	2 X \$33,575 =	\$ 67,150
		TOTAL	\$346,266

This could be expected to increase ten percent (10%) per year.

III. If the expansion of the senior citizen pass is intended to apply only to older Alaskans, we could expect a revenue reduction of:

ALASKAN PORTS ONLY - ALASKANS ONLY

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September:	\$110.6	\$54.8	\$21.0	\$17.9
Plus months of October through May:	-0-	\$37.2	\$ 9.0	\$ 9.2
TOTAL	\$110.6	\$92.0	\$30.0	\$27.1

For a total revenue reduction of: \$259.7

(Continued)

IV. If this policy were extended to include only the Southern Terminus (Seattle and/or Prince Rupert), the following would apply:

	<u>PASSAGE</u>	<u>VEHICLES</u>	<u>FOOD</u>	<u>STATEROOMS</u>
May 15 through September:	\$147.5	\$ 73.1	\$28.0	\$23.9
October through May 15:	\$ 30.6	\$ 49.6	\$11.9	\$12.3
TOTAL	\$178.1	\$122.7	\$39.9	\$36.2

For a total in reduced revenue of: \$376.9

The development of House Concurrent Resolution No. 1 (1981) would not create a large percentage decrease in projected revenues, between 1.1% to 3.8%. However, the Division of Marine Highway Systems has in the past tried to maintain a 2:1 ratio of expenditures:revenue, which would be affected by a reduction in revenue.

- V. Assuming this service is intended to be offered on a space available basis, consideration must then be given to the complications which might arise if an elderly person were "bumped" and temporarily stranded in a port other than their destination, in order to accommodate full revenue passengers.
- VI. Operational problems will be encountered in the management of this new rate structure especially as it applies to food service.

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MAY 28 1982

TELEGRAM

ALASCOM, INC.

02456 NL ANCHORAGE ALASKA 50 05 27 0310P ADT
PHONE 586-6442
UNELU, AK 99502

PMS REP BETTE CATO

JUN 3206

SENAT CS FOR CS FOR HB12 WITH ITS QUOTE PIGGYBACK UNQUOTE
OF SB135 IS EXTREMELY HARMFUL TO ENTIRE TRUCKING INDUSTRY AND
WILL NOT PROVIDE ANY HELP TO OWNER/DRIVER. WE URGE YOUR
CONCERTED EFFORT TO DEFEAT THIS MEASURE. LEGISLATION SUCH
AS THIS WILL NOT HELP, BUT ONLY HINDER THE EFFORTS OF A LOT
OF WELL-MEANING OWNER/DRIVERS. IF YOU SINCERELY DESIRE TO
HELP THESE PEOPLE, DONT PASS HB12.

H. RUSSELL PAINTER, LYNDEN TRANSPORT

May 24, 1982

- Deke Cota, Mitch Aboud & Nouel Transportation Comm.
Once again we ask you to please support SB135,
or HB 12

MAY 28 1982

Print Name	Address	ZIP	Phone	Signature
V. Imig	654 W. 20th Anch	99503	264-3285	<i>V. Imig</i>
J.J. KING JOHNSON	P.O. Box 2393 Anch	99510	279-4798	<i>J.J. King</i>
CHARLES E JAMES FENTON	5 RA BOX 147-K 3701 Eureka anch.	99502 99503	344-3049 279-9370	<i>Charles James Fenton</i>
Barney Camp	2320 Belmont Dr	99503	272-2301	<i>Barney Camp</i>
James Wren	6850 Burkwood DR	99507	344-7939	<i>James Wren</i>
John Smart	1601 Boniface Sp 5+B	99504	335-5470	<i>John Smart</i>
Paul F. Helt	3711 Casper CT #2	99502	—	<i>PAUL HATHORN</i>
Richard P. Hood	9499 Proglan	99507	3498960	<i>R. Hood</i>
William C. Shouder	124 E 23RD-ANCH.	99503	272-0165	<i>W.C. Shouder</i>
Peggy Browder	124 E 23 ANCH	99503	272-0165	<i>P. Browder</i>
Phyllis W. Matthews	244 E 23rd Ave Anch	99503	277-4469	<i>Phyllis W Matthews</i>
BETTY BROSTE	P.O BOX 4-850	99509	279-2164	<i>Betty Broste</i>
Ruth L. Knuts	1037 W. 23 Anch.	99503	277-9439	<i>Ruth L. Knuts</i>
Joyce E. Hall	1544 E 8th	99504		<i>Joyce E. Hall</i>
PHILIP HAUS	4338 E. 9th Ave Anch	99504	333-8129	<i>Philip Haus</i>
LEONARD STANLEY	1527 E JUNEAU ST Anch	99501	277-4816	<i>Leonard Stanley</i>
STACY RAFFER	7102 E 17th AVE ANCH	99504	338-4720	<i>Stacy Raffer</i>
FRANKLIN HOBAN	5901 E 6th AVE. #60	99504	337-5465	<i>Franklin C. Hoban</i>
GARY SANFORD	13135 HIGHVIEW DR.	99502	345-4366	<i>Gary Sanford</i>

MAY 28 1982

May 25, 1982

Representative Bette M. Cato
Chairman
House Transportation Committee
Pouch V
Juneau, Alaska 99811

Madam Chairman:

I talked to you a little on the telecom last night from the Legislative Office in Fairbanks. I also listened to the other testimony. I would like to add a few things.

Sourdough, Lynden and the transportation lawyer said that it would be unconstitutional to give us Alaska truckers limited entry. This is the first time in over 35 years of trucking I have heard a carrier admit limited entry was, or is, unconstitutional. Because that is exactly what a "regulated carrier" permit is. It deprives me and thousands more owner/operators of our equal rights to free enterprise. No matter what it is called - limited entry, or common carrier - either way is unconstitutional.

The owner/operator needs the permit so he can be guaranteed a tool to use to negotiate a fair pay contract for work performed and equipment furnished. Common carrier, in plain words of the truckers of America, is "a permit to steal for a select few".

I also heard a carrier representative say there is also the right to free enterprise in our way of life. That is also right. But, when it comes to trucking and competing in the business of trucking, my equal rights are again taken away and given to the select few called "regulated carriers".

There needs to be a change not only in State laws but the ICC too.

Most of the so called regulated carriers don't exist anymore. A carrier has his company trucks and hires drivers. A broker leases equipment and drivers. Frontier Transportation and Consolidated Freightways are carriers. The rest are common carriers certificated, but have changed over to brokerage, and are illegal as far as being a true carrier. They are subcontracting the actual hauling out therefore they, in fact,

Representative Eette M. Cato
May 25, 1982
Page Two

are not the carrier. The subcontractor is the carrier. The subcontractor pays his own wages, taxes, FICA, withholding, unemployment insurance, truck and trailer payments, license fees, fuel, oil, tires, collision PL&PD insurance. All expenses except cargo insurance - but, in some cases, that is taken out of the truck revenue payed to the subcontractor too.

K&W sent a net profit of twenty-five million to St. Cloud, Minnesota last year. So that was pretty good for a brokerage firm.

Some of the companies have hired lawyers from Lincoln, Nebraska; Texas and Minnesota to break our Teamster Union. So now that we truckers don't have our Teamster bargaining unit, we lost our last bit of leverage for a fair shake with the carriers. WE NEED THE PERMIT.

The carrier broker using owner/operators is the culprit doing the rate cutting, because he has transferred his overhead to the subcontractor and keeps his percentage of the revenue in the black ink column. My column is in the red ink line. Everything has gone up in price in the past 7½ years I have been in Alaska trucking - except tariff rates.

My truck cost \$37,000.00 in 1975, to replace it now I would have to pay \$90,000.00. I still have my 1975 truck because I was smart enough to see I could not afford a new truck.

I heard one man say the carrier would get company trucks. If he was trying to scare someone he was mistaken. Everyone would be happy to drive a company truck. I would have more time for fishing and family if I didn't have to work on that darned truck all the time.

We need the limited entry permits to protect ourselves against the "boomers" as well as the regulated, certificated, brokers.

JUST GIVE US THE LIMITED ENTRY PERMIT. We will negotiate a fare share of the revenue. We don't need published rates because they are already published in the tariff books. We know what we need to make a profit, and we won't need more people hired to the ATC.

Representative Bette M. Cato
May 25, 1982
Page Three

Our commercial fisherman have a limited entry permit, and it seems to be working.

The regulated carrier has a limited entry permit, and it works for them.

So why won't it work for the subcontractor? It is better than total deregulation.

Thank you,

A handwritten signature in cursive script that reads "Paul Gallagher". The signature is written in dark ink and is positioned above the printed name.

Paul Gallagher

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

02001 ANCHORAGE AK 15 05-26 730A ADT

PMS REP BETTE CATO

JUNEAU

2648

I STRONGLY URGE YOU TO SUPPORT SB135. DONT LET YOUR FOLLOW

ALASKANS DOWN

DAVID SCHACHT

PO BOX 8332

ANCHORAGE AK 99508

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT

MAY 3 1982

BOB PACKWOOD, OREG., CHAIRMAN	HOWARD W. CANNON, NEV.
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JOHN C. DANFORTH, MO.	DANIEL K. INOUE, HAWAII
NANCY LONDON KASSEBAUM, KANS.	WENDELL H. FORD, KY.
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BOB KASTEN, WIS.	

United States Senate

COMMITTEE ON COMMERCE, SCIENCE,
AND TRANSPORTATION
WASHINGTON, D.C. 20510

WILLIAM M. DIEFENDERFER, CHIEF COUNSEL
AUBREY L. SARVIS, MINORITY CHIEF COUNSEL
EDWIN K. HALL, MINORITY GENERAL COUNSEL

April 27, 1982

The Honorable Bette M. Cato
Chairman, House Transportation
Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Bette:

Enclosed are copies of several public opinion messages to the House Transportation Committee which were delivered to my Anchorage office. Some Alaskan truckers are concerned about competition from Lower 48 truckers.

I informed each of the constituents that this is a State matter and is properly addressed at the State level; however, I would appreciate any information you could provide about your efforts to resolve this problem.

Thank you for your assistance.

With best wishes,

Cordially,

Ted Stevens
TED STEVENS

Enclosures

130
Interesting —
I can locate Mr Rulo's
P.O. #, but NONE of the
others, and I've been pulling
these out as we go along (see attached)
J.

PUBLIC OPINION MESSAGE FORM

MAY 5 1982

POMS are limited to 25 - 50 words. These messages are transmitted via omnicom to Juneau by our staff on a time-available basis.

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- * OMNICON AS A PUBLIC OPINION MESSAGE. (Legislative Council Policy 6/81)

DATE 4/13/82

NAME CHRIS G. STETSON D.B.A. CEE-GEE ENTERPRISES

REPRESENTING Self as TEAMSTER OWNER-OPERATOR

MAILING ADDRESS 5416 W Diamond # 1

Anch AK. ZIP 99502

PHONE (HOME) 345-7067 (WORK) 344-0812

TO House & Senate Transportation Committee

RE: TRANSPORTATION Sub-contractor Proposal

MESSAGE: AS a life-long Alaskan with a major investment in my livelihood & dependance on trucking, I have already had food taken from my plate last summer by dirt haulers solicited up from Minnesota, & seeing new rigs currently pouring in to town from lower 48, rigs that can work for less because a dollar is worth more in lower 48, has made me feel very threatened in continuing to earn my livelihood, as many line-haulers started last winter, because of outside owner-operators brought in by K.W. If you can't limit fishing, why not trucking?

SIGNATURE Chris G. Stetson

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____ (7)

PUBLIC OPINION MESSAGE FORM

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DATE 4/13/82

NAME ROBERT E. EARNE - BELL'S TRACKING INC.

REPRESENTING SELF AS TEAMLEADER OWNER OPERATOR

MAILING ADDRESS P.O. Box 4-1083 ANCHORAGE

ALASKA ZIP 99509

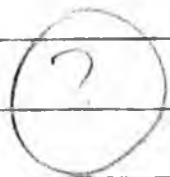
PHONE (HOME) 248-5046 (WORK) 344-0812

TO HOUSE & SENATE TRANSPORTATION COMMITTEE

RE: TRANSPORTATION SUB-CONTRACTOR PROPOSAL

MESSAGE HAVING LIVED IN ALASKA ALL MY LIFE IT SEEMS
TO ME THAT THE INFLOX OF PEOPLE COMING INTO
THE STATE, TAKING JOBS FROM THE PEOPLE THAT LIVE
HERE BY CUTTING PRICES BELOW WHAT IT TAKES
TO SERVIDE IS GETTING A BIT OUT OF HAND.

I BELIEVE THAT THIS PROPOSAL COULD HELP
ALASKANS



SIGNATURE Robert E. Earne

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PUBLIC OPINION MESSAGE FORM

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DATE APRIL 13, 82

NAME BEN RULE

REPRESENTING MYSELF AS A TEAMSTER OWNER-OPERATOR

MAILING ADDRESS 1727 BARTLETT DR

ANCHORAGE, ALASKA ZIP 99507

PHONE (HOME) 344-5909 (WORK) 349-8624

TO HOUSE & SENATE TRANSPORTATION COMMITTEES

RE: TRANSPORTATION-SUBCONTRACTOR PROPOSAL

MESSAGE AS A 25 YEAR ALASKA I WISH TO SUPPORT

THE PROPOSAL BY "WOMEN FOR ALASKAN
OWNER-OPERATORS," BY MARCH 25, 82
K&W TRUCKING, GLOWE, HAD BROUGHT IN
126 OUTSIDE OWNER OPERATORS,
WHILE I SIT HOME.

THIS IS NEITHER FAIR NOR GOOD
FOR ALASKA'S ECONOMY!

Rec'd 4/15/82 @

SIGNATURE

Ben Rule

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PUBLIC OPINION MESSAGE FORM

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DATE 4-13-82

NAME Peter M. Strassenburg

REPRESENTING Teamster Owner/Operator

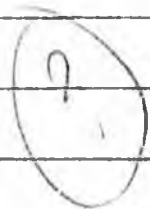
MAILING ADDRESS 4536 Hartzell Rd RPT 66
Anchorage AK ZIP 99507

PHONE (HOME) 277-8992 (WORK) 344-0812

TO House + Senate Transportation Committees

RE: Transportation Subcontract Proposal

MESSAGE I am an Alaskan resident and owner/operator. The influx of outside trucks into the Anchorage area, with operators bidding jobs at prices below what it costs to raise a family in Alaska, are putting tremendous financial pressure on myself and my family. The Alaskan fishermen are protected by limited entry as the Alaskan trucker should be.



SIGNATURE Peter M. Strassenburg

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- * OMNICON AS A PUBLIC OPINION MESSAGE. (Legislative Council Policy 6/81)

DATE 11/11/87

NAME Carl D Babcock

REPRESENTING Tractor Rental Operator

MAILING ADDRESS 506 W Fisher Ave
Arush Alaska

ZIP 99507

PHONE (HOME) 344-0345

(WORK) 344-0817

TO House & Senate Transportation Committees

RE:

MESSAGE I have lived in trucking in Alaska for over 20 years. But last year due to all the new trucks coming into Alaska on cutting prices, I was forced to sell out. I would like to see some limit put on how many trucks can come in from outside cutting prices then leaving with the money at end of year.

2

SIGNATURE Carl D Babcock

POM TRANSMITTED, DATE _____ TIME _____ OPERATOR _____

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AS A UNIT IN THE ORIGINAL DOCUMENT.**

Jerry's
Automotive
(907) 683-2281

APR 19 1982.
Mile 248.5 Parks Highway
Box 34
Healy, Alaska 99743

 McKinley
Kampground
(907) 683-2379

April 15, 1982

Honorable Bette M. Cato
Pouch V
Juneau, Alaska 99811

Dear Representative Cato,

I am requesting your support for the Transportation Subcontractor Proposal presented by the Women for Alaskan Owner/Operators Committee. I feel it is very important that you understand my position and the reasons for it.

I have lived in Alaska since 1966 and I have operated a business at Healy since 1967. I have been through good winters and bad winters both climatically and financially. I have operated school buses and trucks and I know what the overall costs are for a long period of time. I know the cost of wages, the hidden costs of employees, replacement costs, the escalating cost of oils and fuels, and I have learned how thin the profit line is.

The point is anyone can do anything for a short period of time and make a 'living' at it, but what is the ultimate end? People in all walks of life are flocking to Alaska the land of gold to become rich. Most of these people are destitute because of the economy Outside. How many of them realize what has caused it? In the trucking industry it has been a continual throat cutting process. Realistic tariffs and wages have not been maintained. I have nothing against competition but let me give you an example.

There are several Alaskan trucking companies presently on strike with the Teamster Union. Their reason is because they can't afford higher wages and operating expenses. Yet in the case of one trucking company K & W, they have been able to cut their tariff rates to Prudhoe Bay by \$300.00. They then told their Outside drivers that they could only pay them approximately \$2300.00 and they would have to buy their own fuel. The approximate cost for fuel round trip Prudhoe is \$400.00. Therefore K & W has not experienced a profit loss by this rate cutting. The owner/operator is

Alaska State Legislature



House of Representatives

Committee on Transportation

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Rep. Bette Cato, Chairman

March 26, 1982

Gary Atwood
Business Manager
General Teamsters Local 959
P.O. Box 2092
Anchorage, Alaska 99510

Dear Mr. Atwood,

Thank you for your letter outlining the situation with regard to Canadian trucking companies bringing freight into Alaska from Canada and the Lower 48.

First of all, we are unable to find any State of Alaska policy or requirement allowing Canadian firms to haul to the border and then be transloaded onto Alaska carriers. As such, I am unable to address the questions you raise on that particular issue.

I am sympathetic to your concerns. However, it appears that there is very little the Alaska Legislature can do since international and interstate trucking operations are regulated by the Interstate Commerce Commission. I believe you should direct your comments to them and possibly to our Congressmen.

Sincerely,

A handwritten signature in cursive script that reads "Bette Cato".

Bette Cato
State Representative
Alaska State Legislature

BC:jt



Speaker of the House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-3720

Official Business

March 5, 1982

Gary Atwood,
Business Manager
General Teamsters Local 959
P. O. Box 2092
Anchorage, Alaska
99510

Dear Mr. Atwood:

Thank you very much for your letter of February 19 with regard to Canadian trucking companies bringing freight into Alaska from Canada and the Lower 48.

With regard to the policy which you refer, paragraph 3, line 2, we can find no such policy or requirement. Could you please refer us to the source of this policy so that we may research this matter further.

At first glance, however, it appears that there is very little that the Legislature can do in this matter. Unfortunately it is not within the purview of the State of Alaska. Interstate and intercontinental trucking is regulated by the Interstate Commerce Commission and your concern with regard to this matter should more properly be referred to that body.

Although there is little that I can do directly allow me to express my sympathy for you in this matter. Should you need additional assistance, please feel free to contact my office.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Joe Hayes".

Joe Hayes,
Speaker of the House

JH:sc1



General Teamsters Local 959 State of Alaska

Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America
ANCHORAGE, ALASKA 99510, P. O. Box 2092, (907) 276-4334 JESSE L. CARR (secretary/treasurer)

FAIRBANKS, ALASKA 99701, P. O. Box 609, (907) 452-8221
JUNEAU, ALASKA 99801, 306 Wainwright, (907) 586-3225
KENAI, ALASKA 99611, P. O. Box 619, (907) 283-4498

February 19, 1982

The Honorable Jay Hammond
Governor of the State of Alaska
Pouch A
Juneau, Alaska 99811

Dear Sir:

A situation has developed in our State that has had, and will continue to have, a detrimental affect on the trucking industry of Alaska. The situation I refer to is Canadian trucking firms bringing freight from the "Lower 48", or border points in Canada, to Alaskan destinations.

Governor Hammond the unemployment rate of Alaskan line drivers is at an all time high. Alaskan trucking firms cannot hire any additional employees, nor guarantee continued employment to those already working for them, due to lack of business. These companies have no work because the work is being done by Canadian firms. These line drivers are unemployed because their jobs are being done by Canadian citizens. These foreign carriers and their employees take all of their earnings back to Canada with Alaska being the loser all around in lost business, lost jobs and lost revenue.

This is not an old established system of bringing freight from Canada to Alaska. It is a recent development. During the pipeline Canadian carriers were not allowed to bring freight to destination points in Alaska. They hauled the freight through Canada to the Alaska/Canadian border where the freight was transloaded to an Alaskan carrier who then took it to its Alaskan point of delivery. This system worked beautifully. However, in recent years this procedure has first been circumvented and finally ignored completely. I don't understand why this has been allowed to happen. It might be that the people who were policing this system feel that with the completion of the pipeline that there would be no further need for close scrutiny - or, that with completion of the pipeline, these people were assigned elsewhere. In either case something needs to be done, and done soon.

The Honorable Jay Hammond
Governor of the State of Alaska
February 19, 1982
Page Two

This started in April of 1981 with a few trucks coming in from Canada and building slowly, with an estimated one hundred-fifty (150) loads being brought from Canada to Alaskan delivery points between September 1981 and February 1982. This, unfortunately, is just the beginning. If nothing is done the situation will get progressively worse - with Alaskan trucking firms, Alaskan citizens and the State of Alaska losing business, jobs and revenue as foreign carriers and their employees take away Alaskan's business, Alaskan's jobs, and the money they earn doing so out of Alaska.

I suggest that the policy of transloading at the Alaska/Canadian border to an Alaskan carrier be firmly reestablished and conscientiously policed. Or, if this policy cannot be reestablished and/or policed, to fix a tariff on freight brought into Alaska by foreign carriers high enough to discourage these foreign carriers from hauling in Alaska. Of these two solutions reestablishing the policy of transloading at the Alaska/Canadian border is by far the most beneficial to the greatest number of people and has proved successful in the past.

I hope Sir that we can count on you to take immediate steps to hasten the elimination of this problem to the benefit of us all. As Alaskan businesses and the Alaskan working men and women prosper so does our Great State of Alaska. It is the first duty of our elected representatives in the Legislature to protect them. I ask you, Governor Hammond, to lead the fight to protect Alaskan trucking firms and their employees from the incursion on their livelihood by foreign carriers.

Sincerely,

TEAMSTERS LOCAL 959



Gary Atwood
Business Manager

GA/dd

CC: Honorable Terry Miller, Lt. Governor State of Alaska
Common Carriers of Alaska
Anchorage Local 959



MAR 2 1982

General Teamsters Local 959 State of Alaska

Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America

ANCHORAGE, ALASKA 99510, P. O. Box 2092, (907) 276-4334 JESSE L. CARR (secretary/treasurer)

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KENAI, ALASKA 99611, P. O. Box 619, (907) 283-4498

February 19, 1982

Representative Bette M. Cato
Pouch V
Juneau, Alaska 99801

Dear Representative Cato:

In recent months a situation has developed that is detrimental to the trucking industry of Alaska. The situation to which I refer is Canadian trucking companies bringing freight from Canada and the "Lower 48" to Alaskan destinations. This started early in 1981, with a few trucks coming in from Canada, and slowly building in volume to an estimated one hundred-fifty (150) loads brought in between September 1981 and February 1982. This situation will continue to escalate unless something is done, and done quickly.

The Alaskan trucking industry is in a sharp decline. The unemployment rate among Alaskan line drivers is at an all time high. Alaskan trucking firms do not have work because it is being done by Canadian firms. Alaskan line drivers do not have jobs because they are being done by Canadian citizens. These foreign carriers and their employees leave nothing behind them when they return home, they take all of their earnings back to Canada with Alaska being the loser in every respect - in lost business, lost jobs and lost revenue.

During the pipeline the State of Alaska established and enforced a policy that would allow Canadian firms to haul freight as far as the Alaska/Canadian border where it was transloaded to an Alaskan carrier who then hauled it to its Alaskan point of delivery. This system worked - and worked beautifully. Why this system is being ignored, and why the State of Alaska is allowing it to be ignored is a good question. Why foreign carriers and their employees are allowed to take business and jobs away from Alaskan carriers that are hard pressed to make ends meet and Alaskan

Representative Bette M. Cato
February 19, 1982
Page Two

working men and women who are begging for jobs is also a good question. For our State Legislature to let the situation continue on is unconscionable.

There are two possible solutions to this problem. One is to reestablish the policy of allowing Canadian trucking firms to haul freight only to the Alaska/Canadian border and transload to an Alaskan carrier for delivery to its Alaskan destination. The second would be to establish a tariff rate on foreign carriers high enough to discourage them from hauling in the State. Of these two solutions the first is the most preferable as it benefits the greatest number of people and has proved to be successful in the past.

The time to act, however, is now. The problem will not go away if its ignored - but will get progressively worse. I would hope that as elected Representatives of the people of Alaska that the Legislature will not wait until the Alaskan trucking industry has been bled to death by foreign carriers and then wonder what happened - but rather will take immediate steps to solve the problem.

Sincerely,

TEAMSTERS LOCAL 959


Gary Atwood
Business Manager

GA/dd

CC: The Honorable Jay Hammond, Governor of Alaska
The Honorable Terry Miller, Lt. Governor of Alaska
Alaskan Common Carriers
Anchorage Teamsters Local 959

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT



May 5, 1982

3027 Rampart Drive
Anchorage, Alaska 99501
(907) 276-4800

Dear Senator:

As a representative of one of Alaska's oldest surviving transportation companies who has been thoroughly involved in the history of owner-operators in Alaska, I feel compelled to explain the real economic factors behind the wild allegations being made in Juneau recently, by a group of truck owners.

There has been a lot of publicity, a lot of political pressure, a lot of table thumping, a lot of lobbying efforts in recent days loudly proclaiming that a group of people called "owner-operators of Alaska" have been discriminated against, cheated by their employers, and in general, are deprived of their rights by the State, you as legislators, and the trucking companies as employers.

Let the record show that this information circulated to you by paid advertisements, telegrams, phone calls, and personal visits does not reflect the true story at all!

During the construction of the now famous Trans Alaska Oil Pipeline, there was created a need for a very large fleet of trucks to move the huge volumes of supplies and construction material north out of Fairbanks, Alaska.

The trucking companies in existence in Alaska at the start of this enormous project were limited to their ability to provide the equipment and drivers necessary. Old, dormant, trucking company operating rights were revived, new companies were created overnight. The 350 mile road now known as the Dalton Highway was finished in a record 154 days. The Yukon River Bridge was completed.

The numbers are staggering! During the peak of construction, there were trucking firms in Fairbanks dispatching over 100 trucks per day!

The Teamsters Union in Alaska had demanded and put into agreement with the trucking firms, a wage guarantee for drivers running north from

5615 W. Marginal Way SW
Seattle, Washington 98106
(206) 764-6300

3001 Peper Road
Fairbanks, Alaska 99701
(907) 456-5535

Pulouce Bay, Alaska
(907) 659-2644

PO Box 1007
Mineral Creek
Leco Road
Valdez, Alaska 99686
(907) 835-7016

P.O. Box 23
Kenai, Alaska 99541
(907) 263-2640

PO Box 2582
3471 Arctic Way
Cordova, Alaska 99574
(907) 255-0015

PO Box 433
3601 Depot Road
Anchorage, Alaska 99508
(907) 561-0100

Fairbanks to Prudhoe Bay. This totally unreasonable driving wage guaranteed that each driver would get eighteen hours of pay (8 streight time, 10 overtime) for each twenty four hours he was away from Fairbanks on a trip. This wage demand also included provisions that if a driver worked into a Sunday, his wage scale doubled and stayed that way until he returned to Fairbanks!

Trucking companies employed owner-operators during and after the pipeline construction project as a way of providing economic incentive to keep the drivers working in spite of the 18 hour guarantee. None of the trucking companies who operated company equipment survived the post pipeline recession.

Records show that an owner-operator will average over \$10,000 per month North of Fairbanks with a trucking company that runs steady. Some of the high figures will reach \$14,000 per month. These are the people that are demanding "more" from each of the trucking firms. These are the people who forced a strike on their employers. These are the people who are demanding that you "protect" them with legislation. These are the people who have created the situation that exists today. These are the people who, because of their own near sightedness, have brought upon themselves the situation you have been asked to correct.

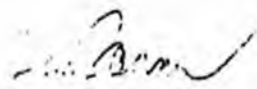
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A long series of strikes and decertification petitions between Alaska's trucking companies and the Teamsters Union has created a situation today whereby approximately 70% of all Alaska trucking is non-union. This transfer of union to non-union trucking is the basis for the current level of unemployed truck owners. As carriers went on strike, they had to replace the striking drivers, and in so doing, new drivers and owner-operators entered the state and took the jobs of the striking drivers. We feel it is improper for the legislature to interfere with these strike issues by creating new regulations that are monopolistic, inflationary and anti free enterprise.

We trust that when making your decision concerning SB 135, you consider that the individuals who represent themselves as poor, starving, abused, owner-operators are actually "on strike" Teamsters who have been grossly overpaid since 1975, and who struck a very depressed Alaska trucking industry in an effort to further increase Alaska's transportation costs.

Sincerely yours,

LYNDEN TRANSPORT, INC.


Jim Jansen
President

JJ:amc

May 7, 1982

To: Members of the House

From: Senator Charles Parr

Regarding: CS SB 135 (Rules)

All members of the Senate recently received a form letter distributed by a transportation common carrier regarding SB 135 (legislation which deals with transportation subcontractors commonly known as "Owner-Operators"). Due to the importance of this bill I would like to clear up some misconceptions which may have been created by the information provided by the carrier.

The gravest inaccuracy is the obvious attempt to paint this issue as a union dispute. It has been clearly demonstrated in two Senate committee hearings that this is not the case. The owner operator is stuck between the union and the carrier. On the one hand, the owner operator under law must only work for a common or contract carrier and under a contract which has terms that are generally set by the carrier, on the other hand, in order to work for some carriers the operator must join the union.

Under Alaska Transportation Commission regulations, the carrier is allowed to deduct the employee wages and benefits as well as any truck expenses from the revenues paid to the owner operator for the leased vehicle. This means that the owner operator pays his own wage and benefit and union contributions as well as the employers contributions through deductions in the lease revenues. Any economic benefits that the union, if it is a union shop, negotiates for the employee are just further expenses to the owner operator which are backed off the revenues which are received for the lease of the vehicle.

It makes no sense for a owner operator to strike for the type of benefits which the union could provide, i.e., related to wages and benefits, because that money comes out of the truck revenues, revenues which are under a contract which the union plays no part in securing, a contract which is specifically and only between the carrier and the operator, and which provides the finances which allow the operator to pay vehicle expenses and living expenses.

The concern of the owner operators is that while carriers such as the one which distributed the letter in question are

posting record profits as the result of a highly protected industry, that numerous Alaskan owner operators who do not enjoy the same protection under the law are going out of business because they can no longer afford to operate their rigs at the level of revenues being offered by the carriers.

The carriers are cutting their tariffs (or not adjusting them to reflect the effects of inflation) but still maintaining the same or higher profits, while it is the owner operator, whom is unrecognized by ATC, that is receiving less and less revenue for the vehicle lease and is required to pick up more of the costs and risks related to the transportation of goods over Alaska's highways.

The result is that today, unlike the era prior to the pipeline, common carriers own few if any of their own vehicles, thus eliminating all risk related to maintaining or operating trucks, and that responsibility has been transferred to the owner operator. The carrier has an opportunity to work essentially as a broker, a broker who is in a monopolistic industry where the owner operators have to work for the carrier and where the carrier need not fear the entrance of other carriers into the market due to ATC protection.

The operators, under CS SB 135(rules) are provided a measure of protection, not the protection afforded the carriers, but the minimum protection which will allow competition to flourish within the Alaskan Economy.

CHARLIE PARR

ALASKA LEGISLATURE

S.R. Box 50599
Fairbanks, Alaska 99701
(907) 456-5029

Pooch V
Juneau, Alaska 99811
(907) 465-4907

CS SB 135 (Rules)

CS SB 135 (Rules) provides a measure of equal protection to a class of transportation operators not envisioned when the Alaska Motor Freight Carrier Act was developed. It is less protection than afforded the current class of carriers, but the minimum which will allow competition and fair trade to grow in this sector of the Alaskan Economy.

The primary reason for this legislation is the economic survival of the group providing more than 90% of Alaska's transportation services - the transportation subcontractor (commonly known the "owner operator").

At issue here is the question of minimum standards which will insure that transportation subcontractors receive reasonable consideration for the service and the equipment provided which is necessary to properly serve public needs in the Alaskan environment and economy.

If these people who provide necessary transportation services can not be assured of a certain minimum rate of return on their efforts, there is a danger that no one will provide the type of "adequate, complete, dependable and stable transportation in all its phases", as is assured the public under AS 42.10, the Alaska Motor Freight Carrier Act.

The bill provides the Alaska Transportation Commission with authority to:

- regulate at one level lower than it now does.
- provide licenses to those who are currently transportation subcontractors or who have operated in Alaska since 1976.
- apply standards of public convenience and necessity to the issuance of further licenses.
- provide for minimum and maximum rates

The licensing, grandfather, and rate provisions are modeled after the Alaskan system for common carriers and is a standard approach for a category of public utilities (the grouping in which transportation falls).

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CHARLIE PARR
ALASKA LEGISLATURE

S.R. Box 50599
Fairbanks, Alaska 99701
(907) 456-5029

MAY 10 1982

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Juneau, Alaska 99811
(907) 465-4907

May 7, 1982

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ATOOCA

601 Hughes, Fairbanks, Alaska 99701
Phone (907) 452-5814 or (907) 452-5841

APR 15 1982

April 12, 1982

Representative Bette Cato
Chairman House Transportation
State Capitol
Pouch 5
Juneau, AK 99811

Dear Bette:

I am writing in regards to the Transportation Subcontractor Proposal presented to you by the Women for Alaskan Owner/Operators Committee. I have examined the entire proposal as well as the supporting documents and agree with nearly every detail. The Owner-Operator portion of the Alaskan transportation industry is in a crisis situation the results of which will have far reaching effects into the Alaskan economy. To understand the situation you need to know how this developed.

Prior to the pipeline days there were very few Owner-Operators in Alaska. Quite to the contrary 90 percent of the freight moving then was moved by carriers utilizing company owned equipment driven by employees of that carrier. As the pipeline project began to unfold these carriers increased the size of their fleets dramatically to accommodate the tremendous tonnages of freight to be moved. The rates were good and new or dormant carriers developed to fill the demand. Soon equipment became harder and harder to come by and the carriers began utilizing Owner-Operators to fill this need.

All went well during this period as the rates were adequate and the equipment leases and payments were liveable.

In the period following the peak of the pipeline project more and more competition developed over the decreasing demand (a natural thing) for transportation. The carriers began filing lower and lower tariff rates in order to get the work. As the rates declined companies with large numbers of company owned trucks found it not profitable to operate and began turning more and more to Owner-Operators. Many companies sold their trucks directly to the employees driving for them. There were many advantages in leasing from Owner-Operators, not the least of which, was that the company no longer had the overhead of shops, mechanics, or any of the repair responsibilities. The legal responsibility to insure equipment remained up to state and federal agency standards was and is still the carriers

responsibility. The cost of that standard, however, is borne by the Owner-Operator including any fines related to this. In some cases, even the public liability and cargo insurances required by law of the carrier are prorated and subtracted from the amounts paid on the leases.

Still during the demobilization period of the pipeline amounts received by Owner-Operators were adequate to maintain and operate the equipment. Then in 1979, under pressure by the carriers and over the objections of the Owner-Operators, the ATC revised the leasing regulations under 3AAC 64.070. This allowed the costs of the driver to be legally deducted from the lease revenues earned by the Owner-Operator. By so doing the carrier was further relieved from the expense of employees including, but not limited to wages, fringe benefits, the employers contributions for; social security, unemployment, and workmens compensation payments. Even then in 1979 the received amounts for the Owner-Operator were tolerable though very close to intolerable. Now came the inevitable.

Too many carriers, too little work. The carriers, protected by favorable laws and protected by leases that gave them impenetrable protection for their profits entered into cutthroat competition totally insulated from any losses. Certainly not all carriers were or are of this mind but faced with loss of business the alternatives were to get out of business or follow suit. Most followed suit. The Owner-Operator having no voice over the tariff rates and no voice in the price paid for his services reached the point of not enough money to maintain his equipment, his home and family.

Facing the inevitable loss of their equipment and or bankruptcy many Alaskan Owner-Operators withdrew their equipment asking for better leasing arrangements. Some reached agreements and were able to continue operating. Others were told either take what your getting or we will replace you.

Some companies based outside Alaska recognized the desperate economic conditions there and began an active recruiting effort in the lower 48, advertising a need for Owner-Operators in Alaska. The rates stated looked unbelievable to Owner-Operators there who have little or no understanding of the cost of operating in Alaska. Over the last six months literally hundreds of these Owner-Operators have come to Alaska as direct replacements for Alaskan Owner-Operators. Alaskans' equipment is sitting idle, unable to compete against outsiders who have no families here, no homes and no investment in Alaska. Their equipment is ill-equipped for Alaskan operating conditions yet carriers lease their equipment send them on the road overloaded and inexperienced. Much of the type of equipment now in use was previously refused for use by the carrier because it failed to meet their standards.

The Alaskan Owner-Operator is not asking for subsidies or hand outs. What Alaskan Owner-Operators are asking for is to be allowed to function and compete in Alaska's own economy. It would be hard to argue that Alaska doesn't have its own distinct economy. Alaska has always been plagued by the flow of dollars out of our economy. Many Alaska businesses will be hurt if the present trend continues.

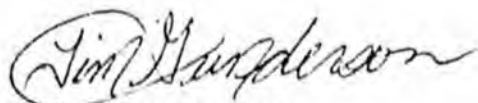
Alaskan Owner-Operators are a clearly identifiable industry of small businessmen who have proved their efficiency by the fact that approximately 90 percent of all freight moved by truck in Alaska is moved by an Owner-Operator. There are many similarities to the Alaska fisherman. Limited entry has helped Alaskan fishermen and Alaskan Owner-Operators need similar laws to allow this industry to function for Alaskans.

The Transportation Subcontractor Proposal is an excellent beginning for allowing this industry to function and to reach stability in these very unstable times. It is essential that this be brought before the legislature before this session ends. By next January the damage to these Alaskan small businessmen will be irreparable. Many have already filed bankruptcy or are facing the loss of their equipment and personal possessions.

I urge you to bring the Transportation Subcontractor Proposal forward, to examine it closely, and pass it before this session ends.

The Alaskan Owner-Operator has earned and deserves your immediate attention to this industry of small businessmen. Please do not delay!

Sincerely,



Tim Gunderson
President

gs/TG

Please don't allow this to wait.



Owner / Oper issue

LYNDEN TRANSPORT

3027 Rampart Drive
Anchorage, Alaska 99501
(907) 276-4800

May 5, 1982

Dear Representative:

As a representative of one of Alaska's oldest surviving transportation companies who has been thoroughly involved in the history of owner-operators in Alaska, I feel compelled to explain the real economic factors behind the wild allegations being made in Juneau recently, by a group of truck owners.

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Mineral Creek
Carp Road
Juneau, Alaska 99806
(907) 835-2216

P.O. Box 25
Kenai, Alaska 99511
(907) 283-9640

P.O. Box 2580
4411 Airport Way
Juneau, Alaska 99803
(907) 789-0435

P.O. Box 433
8631 Depot Road
Lynden, Washington 98265
(206) 354-2101

Fairbanks to Prudhoe Bay. This totally unreasonable driving wage guaranteed that each driver would get eighteen hours of pay (8 straight time, 10 overtime) for each twenty four hours he was away from Fairbanks on a trip. This wage demand also included provisions that if a driver worked into a Sunday, his wage scale doubled and stayed that way until he returned to Fairbanks!

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We trust that when making your decision concerning SB 135, you consider that the individuals who represent themselves as poor, starving, abused, owner-operators are actually "on strike" Teamsters who have been grossly overpaid since 1975, and who struck a very depressed Alaska trucking industry in an effort to further increase Alaska's transportation costs.

Sincerely yours,

LYNDEN TRANSPORT, INC.


Jim Jansen
President

JJ:amc

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STATE OF ALASKA

DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

ALASKA TRANSPORTATION COMMISSION

JAY S. HAMMOND, GOVERNOR

1000 MACKAY BUILDING
338 DENALI STREET
ANCHORAGE, ALASKA 99501

PHONE: 274-1691

May 18, 1982

Bill Zyback
c/o Senator Charles Parr
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Mr. Zyback:

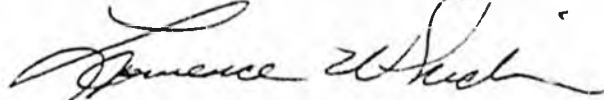
Reference you telephone call concerning possible problems with federal preemption if HCSCSSB 135 becomes law.

It is our opinion that as long as no attempt is made to impose the transportation sub-contractor regulations on ICC carriers or drivers hauling ICC freight, federal preemption should not be a problem. There is a possibility that if we attempt to impose the regulations for mixed loads, the question might be raised, but it would not appear to be a major problem as it has been held in many cases that the states have a regulatory say in such mixed movements.

If we can be of further service, please let me know.

Very truly yours

ALASKA TRANSPORTATION COMMISSION



Lawrence W. Michou
Executive Director

LWM/rm

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

May 18, 1982

SUBJECT: Federal preemption
(Work Order No. 12-2850)

TO: Senator Charles H. Parr
Attn: Bill Zybach

FROM: Thomas A. Sofo *TAS*
Legislative Counsel

I understand that some concern has been voiced as to the constitutionality of HCS CSSB 135 (L&C). The potential problem involves the existence of statutes or regulations of the ICC which may be in conflict with certain provisions of the above referenced bill. Since I am unaware of any specific point of incongruity, this memorandum will merely outline the relevant rules which typically are applied when a question of this nature arises.

Article VI of the United States Constitution provides:

This Constitution, and the laws of the United States which shall be made in pursuance thereof, and all treaties made, or which shall be made, under the authority of the United States, shall be the supreme law of the land and the judges in every state shall be bound thereby, anything in the Constitution or laws of any state to the contrary notwithstanding.

The supremacy clause of the federal constitution quoted above simply means that laws passed by state legislatures are ultimately subject to federal laws addressing the same subject. If we assume that a particular enactment of Congress is properly within the powers granted to Congress (and that presumption attaches to statutes and regulations concerning interstate commerce) the only remaining analysis is confined to whether or not the federal statute or regulation reflects an intention to preempt state activity in the field.

State legislation will typically be presumed to supplement federal laws if the two can be reconciled. In the event of a conflict, however, the supremacy clause requires that the federal act control. Typically, any inconsistencies which cannot be reconciled result in the state statute being considered invalid to the extent of the conflict. This also comports with our local rule concerning the severability of invalid provisions which may be contained in the state statutes.

A catch phrase which is often used in considering whether Congress has preempted the field is reflected in the determination as to whether a "uniform and comprehensive system completely occupying the field of legislation on the subject" has been enacted at the federal level. Usually, some affirmative proof is required to establish the intent of Congress to preempt state activity in a given field. The mere failure to address a question, in the absence of relevant legislative history to the contrary, is not usually considered to be evidence of congressional intent to deny state regulation of a particular aspect of a topic. For instance, the failure of the ICC to require minimum rates for motor carriers, if that is indeed true, is not necessarily an indication that the Congress has considered that providing for minimum rates would be inconsistent with the federal regulatory scheme.

A state statute cannot thwart or frustrate the operation of a federal statute on the same subject. Since the ICC is charged with regulation of interstate carriers any enactment by a single state which might affect interstate commerce would probably violate other provisions of the constitution as well, regarding noninterference with interstate commerce. It is a different matter if a state decides to enact a regulation concerning intrastate commerce since the federal government is typically without authority to regulate such matters unless they have an effect on interstate commerce.

Since the purpose of this memorandum is not to address specific inconsistencies between our local act and the federal law, no specific conclusion can be made as to whether or not we have included material in HCS CSSB 135 (L&C) which might be considered to be preempted by federal law. If a specific question does arise, the analysis above is the starting point for making a determination as to

Senator Charles H. Parr

Page 3

May 18, 1982

whether state action on the specific subject will withstand later court challenge. In that regard, further work in this area will be inconclusive in the absence of treating a specific provision of the present bill in light of specific provisions of federal law which might appear to be contradicted by the bill under review.

TAS:ljb

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STATE OF ALASKA

DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

ALASKA TRANSPORTATION COMMISSION

May 21, 1982

JAY S. HAMMOND, GOVERNOR

1000 MACKAY BUILDING
338 DENALI STREET
ANCHORAGE, ALASKA 99501
PHONE: 279-1451

Steve Soenksen
Representative Betty Cato
Pouch V
Juneau, AK 99801

MAY 24 1982.

RE: SB 135

Dear Steve:

In regard to our telephone conversation of May 20, 1982, I understand that there are several questions relating to SB 135 about which you would like an opinion from the Attorney General's Office. These include:

1. The relations of the legislation to interstate regulation.
2. The antitrust implications, if any, of the legislation.
3. The feasibility of the definition of owner-operator in the legislation.
4. The effect of having the ATC set maximum and minimum tariffs.

I am aware of the legislation but have not reviewed it in depth. As I told you, I will be out of town until Tuesday, May 25, 1982. I will contact you immediately upon my return.

Very truly yours,

Wilson L. Condon
Attorney General

By: 

G. Charles Schmidt
Assistant Attorney General

WC/GCS/rm

STATE OF ALASKA

DEPARTMENT OF LAW
OFFICE OF THE ATTORNEY GENERAL

JAY S. HAMMOND, GOVERNOR

MAY 29 1982

420 "L" STREET, SUITE 100
ANCHORAGE, ALASKA 99501

May 26, 1982

The Honorable Bette Cato
Chairman, House Transportation
Committee
House of Representatives
Pouch V
State Capitol
Juneau, Alaska 99811

Re: House CS for CS
for Senate Bill
No. 135(L&C)

Dear Representative Cato:

You have asked the Department of Law for its position in regard to the above bill. Because the amount of time to respond to your request has been limited, comments in this letter will be general but I hope that they will still be responsive to your requests.

First, there are several problems relating to technical drafting and interpretation in the bill. On a general level, it is not clear under the present drafting of the bill how "transportation subcontractors" fit in with the rest of the regulation provided for in AS 42.10. For example, 42.10.095(a) of the bill provides that the commission will regulate transportation subcontractors in regard to the filing of reports, the issuance of permits, and maximum and minimum rates. Nothing in the legislation speaks to other areas of regulation such as safety, weight fees, temporary authorities, or any of the other matters which are currently regulated by AS 42.10. Rather than deal with transportation subcontractors solely in one section, AS 42.10.095, it would be preferable to define "transportation subcontractors" as a subclassification of contract carriers and in those instances where transportation subcontractors are to be

regulated differently than other contract carriers to specifically provide for the scope of that regulation in the applicable section of AS 42.10. For example, the provisions of 42.10.095(g) should be made a new subsection of AS 42.10.130. Grant or denial of permit. Structuring the legislation in this manner will help clarify its scope and relation to the existing act.

On a more specific level, the standard of nonuse in (c) appears to be somewhat vague. Will one trip in two years meet the test? If some sort of substantial operations are required, must all the operations be in intrastate commerce to qualify? If a transportation subcontractor provides substantial transportation in Alaska but some or even a large part of that transportation is interstate, will the carriage of interstate commerce be considered in determining if the permit is in active use?

There also is no specific standard of use necessary to receive grandfather rights under subsection (g). Is one trip between July 1, 1976 and the effective date of the act enough? Without a requirement of substantial and bona fide operations the provision may be subject to constitutional challenge on the grounds of equal protection, or substantive due process. The argument would be that the grandfather classification is not reasonable and does not have a fair and substantial relation to the object of legislation. The object is presumably to protect those who have actively worked as transportation subcontractors prior to regulation. However, the courts allow the legislature considerable leeway in formulating legislation and there is no requirement that classes set up by legislation be perfect. See e.g. Commercial Fisheries Entry Com'n. v. Apokedak, 606 P.2d 1255 (Alaska 1980).

In regard to the antitrust implications of the legislation, the simple answer is that carriers are exempt from the state antitrust provisions by AS 45.50.572(e). Thus, the inclusion of transportation

subcontractors under AS 42.10 as carriers would exempt them from state antitrust provisions. To the extent that the federal antitrust laws may be applicable, and without going into great detail, the Supreme Court of the United States has held that state action is exempt from the federal antitrust laws. To ensure that the federal antitrust laws do not apply, a policy section added to the bill stating that it is the intent of the legislature to substitute the regulation provided for in the bill for the marketplace and the reasons behind the regulation would be appropriate.

As to the relationship between federal transportation regulation and the proposed legislation, the legislation proposed would, of course, apply only to intrastate transportation. Interstate transportation by motor vehicle is controlled by the Interstate Commerce Commission (ICC). The chief potential conflict between state regulation and federal law would occur with "mixed loads", i.e., those truck loads which contained both interstate and intrastate freight. The Interstate Commerce Commission Act (49 U.S.C. § 11501) provides that the ICC may regulate intrastate transportation if that transportation is conducted in such a way that there is unreasonable discrimination against, or the imposition of an unreasonable burden on, interstate or foreign commerce. Thus the question would be whether or not the regulation of intrastate owner/operators could be construed to be unreasonable discrimination against or an unreasonable burden on interstate commerce. Since the legislation has no intent to directly affect interstate commerce, there would seem to be no unreasonable discrimination against interstate commerce. The state's interest in protecting its owner/operators to the extent of insuring that they receive a compensatory return for their services would not seem to be an unreasonable burden on interstate commerce. This conclusion is based on the following:

1. The state's interest in protecting compensatory payment to owner/operators is certainly legitimate.

2. The amount of mixed loads would be very small.

3. The only conflict would seem to be if under Alaska law owner/operators were required to receive a compensatory amount and under federal law carriers were allowed to pay less than a compensatory amount. The interest of a carrier conducting some interstate commerce to pay less than a compensatory amount to an owner/operator would not seem to outweigh the state's interest in insuring the stability of the transportation system by providing for compensatory pay.

In conclusion, there seems to be no substantial antitrust implications to the legislation.

From discussing this matter with Steve Soeksen I understand there is also some question about the provisions of (a) relating to maximum and minimum tariffs. There is no apparent legal problem with this approach although it may effect the agency's workload and personnel needs.

Mr. Soeksen also raised the issue of the viability of the definition of transportation subcontractor in subsection (e). There is no apparent legal problem with the definition, except as mentioned above, it would be better placed under 42.10.420(3) and made applicable to the chapter rather than the section. Also there is no need for the reference about taxicabs as the commission has no jurisdiction over taxis.

Representative Cato

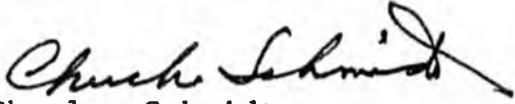
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May 26, 1982

I hope that the above comments have answered your questions. If you have any further questions, please contact me.

Very truly yours,

WILSON L. CONDON
ATTORNEY GENERAL

By: 
G. Charles Schmidt
Assistant Attorney General

GCS:dr

cc: Art Peterson
Assistant Attorney General
Juneau - AGO

Memo: S.B.135

To: : Steve Soenksen, Adm. Asst. to Representative Cato

From: Gene Kennedy, Washington LIO

I have waited three days for the ICC to return my call. It is symbolic of the Federal bureaucracy if they fear you will ask them a question they do not want to discuss or know anything about what you may ask, they never call you. It is an utterly disgusting performance.

However, I was referred to Mr. Ken Pearson of the Federal Highway Administration (202) 426-1790, who seems to be the most knowledgeable person I have talked to in this quarter. Mr. Bill Higgins of the Association of State Highway and Transportation Officials referred me to Mr. Pearson.

Mr. Pearson heard my explanation of S.B.135 and explained it as follows. Owner-operator is rather an umbrella term for those who own and operate their own vehicles. There are, generally, two types. First are the term-leased operators who are leased to a carrier. These people usually lend their ICC licenses and operator under the aegis of the carrier - most in interstate trade - and the states do not regulate these. They are under the ICC.

The other type are owner-operators who carry agricultural commodities, livestock, fish products, horticultural products, etc. The ICC exempts them from economic regulation due to a historic decision to aid the farmer and free them from restrictions to the market place.

However, most states do have registration of owner-operator vehicles, he said, for the following reasons:

1. Fuel Tax purposes
2. Regulation-Enforcement
3. Reciprocity of license plates

Mr. Pearson said that this did not mean that such a registration would regulate routes or anything like that. Generally, he said, Federal Safety Requirement would apply to those owner-operators which cross state lines but State Safety Requirements apply to owner-operators in intra-state commerce. In addition, minimum Federal Financial Requirements are enforced by the Department of Transportation for those owner-operator vehicles crossing state lines but that the State can establish minimum financial requirements.

Most states can and do register and ^{have} some regulation as long as they stay clear of establishing and regulating certain routes and stay clear of setting rates of any kind.

Of course, I asked why there is a sudden desire for this kind of legislation by owner-operators and he said that it is quite obvious that there are more people coming into the market and, therefore, they are looking to the State to assist them in having some sort of registration or regulation to prevent ill-equipped, poorly-financed operations from entering the marketplace.

I would recommend that you recall Mr. Pearson's name should you need further information since he was so gracious and, indeed, invited me to call should I have additional requirements for information about this legislation. Now, here is a bureaucrat who belies the oft-felt image, a public servant of substance and intelligence.

Let me know if you need further information.

HOUSE TRANSPORTATION
STANDING COMMITTEE
May 21, 1982
7:00 p.m., Friday

Members Present: Rep. Cato, Chairman
Rep. Moss

Members Absent: Rep. Abood
Rep. Sutcliffe
Rep. Metcalfe
Rep. Zharoff
Rep. Duncan

COMMITTEE CALENDAR

CSSB 135 Evening statewide teleconference on CSSB 135
relating to motor vehicles and carriers and
providing for an effective date.

WITNESS REGISTER

Tim Burzinski
Anchorage
Position Statement: Supports CSSB 135

Donald Hennessey
Anchorage
Position Statement: Supports CSSB 135

Larry Kelly
Sourdough Express, Inc.
Fairbanks
Position Statement: Opposes CSSB 135

George Hillar
Valdez
Position Statement: Feels that something must be done for
truckers.

Marty Holmes
Billiken Transfer, Inc.
Petersburg
Position Statement: Need to solve problems but let's not be
hasty.

Harry Shade
Homer area
Position Statement: Supports CSSB 135

Wm. Haines
Haines Enterprize

Wrangell
Position Statement: Opposes CSSB 135

Mr. Wm Privett
Wrangell Oil and Heat Corp.
Wrangell
Position Statement: Opposes CSSB 135

James Davis
Sealand, General Manager
Anchorage
Position Statement: Opposes CSSB 135

Ken Williamson
Lyndon Transport
Fairbanks
Position Statement: Opposes CSSB 135

Earl Kloster
Wrangell
Position Statement: Opposes CSSB 135

Sam Privett
Union Oil
Wrangell
Position Statement: Opposes CSSB 135

Timothy Gunderson
ATOCCA
Fairbanks
Position Statement: Supports CSSB 135

Darryl Weide
Frontier Transportation
Fairbanks
Position Statement: Opposes CSSB 135

George Mathis
Wasilla, AK
Position Statement: Supports CSSB 135.

Swede Olson
Big State Motor, Inc.
Anchorage
Position Statement: Opposes CSSB 135

Paul Gallagher
Fairbanks
Position Statement: Supports CSSB 135

Shirley Willfard
Fairbanks
Position Statement: Supports CSSB 135

Andy Hoge
Anchorage
Position Statement: Expressed "problems" with bill.

Jim Stepp
Husthers Inc
Anchorage
Position Statement: Supports CSSB 135

Douglas Wridge
Fairbanks
Position Statement: Supports CSSB 135

Marion Fishell
Fairbanks
Position Statement: Supports CSSB 135

Wayne Lucore
Alaska Carriers Assn.
Anchorage
Position Statement: Opposes CSSB 135

Russell Painter
Anchorage
Position Statement: Opposed CSSB 135

James Elliott
Fairbanks
Position Statement: Supports CSSB 135

Ken Blagg
Alaska West Express
Fairbanks
Position Statement: Opposed to CSSB 135

Ted Harris
Owner Operators
Fairbanks
Position Statement: Asked Questions (seemed to support bill)

Marcie Denison
Anchorage
Position Statement: Supports CSSB 135

Madeline Holdorf
Anchorage
Position Statement: Spoke in favor of CSSB 135

Joe Rule
Anchorage
Position Statement: Supports CSSB 135

Ken Befie (spelling?)
Anchorage

Position Statement: Made general comments on bill; unsure of position.

PREVIOUS ACTION

CSSB 135

No previous committee action to record.

ACTION NARRATIVE

Tape #23
Recording
Number 0002

Chairman Cato called the House Transportation meeting to order. Staff present were Steve Soenksen and Joyce Thoresen. Rep. Moss was in Delta Junction participating in the teleconference. Chairman Cato called on Tim Bruzinski to testify. He indicated his support for the bill stressing that it was important legislation for the owner-operators. He has had only four trips since the first of the year and alot of truckers are really hurting. "Something has to be done," he said. He felt there is no reason outside trucks should come in here to Alaska and that it was important to save the owner-operators.

Number 0091

Donald Hennessey, a 30 year resident, supports the bill, feeling it helps replace deregulation of ICC. Felt that outsiders are putting them out of business.

Number 0132

Larry Kelly, Sourdough Express, opposed the bill, commenting on five points that he sees as problems, including administration; regulating only 10% of freight; legal nightmare; causes uncompetitive situation; restricting ATC carriers. Felt it definitely needs more study. Rep. Cato asked several questions of Mr. Kelly.

Number 0200

George Hillar, lifetime Alaskan, supports concept of CSSB 135 agreeing it is a ticklish situation but feels something must be done.

Number 0221

Marty Holmes, born and raised in Southeast, only recently saw copy of bill but feel need to solve the problems but shouldn't be too hasty.

Number 0251 Harry Shade supports the bill indicating that it is in the interest of all Alaskans to protect our industries.

Number 0262 Mr. Haines doesn't believe in SB 135 because he feels it does away with free enterprise and competition. Feels is necessary before passing some open ended bill that it should be researched and defined rather than create havoc.

Number 0287 Mr. Privitt of Wrangell concurred with others opposing the bill. Besides, he felt, this is too late to be considering such a bill.

Number 0298 James Davis, General Manager of Sealand, feels bill would be harmful to the economy of state. Also it would create a double system foreign to free enterprise. He requested that this legislation be defeated.

Number 0365 Ken Williamson of Lyndon Transport spoke in opposition to the bill feeling there are too many open ended sentences in bill and that unconstitutional; also bordering on price fixing.

Number 0412 Earl Kloster from Wrangell had real problems with bill because of its generalities and vagueness.

Number 0438 Sam Privett also of Wrangell opposed to SB 135 feeling that if state sets rates this will increase costs considerably for consumer.

Number 0458 Timothy Gunderson, President of Alaska Truckers Owner Operators Cooperative Association, felt there was a lot of misunderstanding of the bill. He gave more detail as to why it should be supported especially when Rep. Cato asked questions on constitutionality of bill and ICC regulation problems outside of Alaska's jurisdiction.

Number 0522 Darryl Weide of Fairbanks spoke to specific items in the bill; he is a traffic analyst.

Number 0547 George Mathis felt that CSSB 135 was a start and that these are little people and want to be operating and being forced out of business.

Number 0592

Swede Olson spoke in opposition to bill feeling it would be a direct violation of Sherman anti-trust laws and that limited entry would be unconstitutional. If need something, then need to rewrite the bill.

Number 0610

Paul Gallagher supports SB 135 saying limited entry works for fishermen. We should help subcontractors looking for work and help.

Number 0625

Shirley Willfard also supports the bill expressing that she thinks too many people are misunderstanding the bill. She said it was not limited entry. She felt owner operators can no longer make a living with situation as is. Felt there is nothing unconstitutional about it. Rep. Cato asked several questions regarding how to set rates, etc.

Number 0706

Rep. Moss asked questions of Ken Williamson of Lyndon Transport regarding how many of employes were Alaskans for at least 18 months.

Number 0730

Andrew Hoge, Attorney for Alaska Trucking Assn. commented on specific section of bill questioning how set rates, problems with inter vs intra state transportation; raised constitutional questions and limited entry; creating a monster for Alaska Transportation Commission. Must look at reality of economics.

Number 0836

Jim Stepp said they need help; got to do something.

Number 0852

Douglas Wridge supports SB 135 saying there is a need to stabilize the industry; opposed to outsiders coming in which does nothing for the state.

Number 0874

Marion Fishell testified that owner operators are losing money and something must be done.

Number 0878

Wayne Lucord testified that this was a complicated situation and that costs would go up is this bill passed.

Number 0917

Russell Painter of Lyndon Transport spoke in opposition to bill; sympathetic to their plight but history shows that with similar legislation this same group opposed it while

now when they are out of work they are supporting it.

Number 0975

James Elliot supported SB 135 because opposed to outsiders getting all jobs.

Number 1013

Ken Blagg was in opposition to bill because didn't want any more regulations; wants to be as independent as possible.

Number 1027

Ted Harris asked question of Mr. Painter about who pays employe's benefits. Mr. Painter responded that company paid everything.

Number 1049

Marcie Denison, suffering from unemployment supports SB 135.

Number 1066

Madeline Holdorf spoke in favor of SB 135. She is an unemployed driver. Said that big people are eating up the little people. This bill might give me work, she said.

Number 1080

Joel Rule made some general comments in support of SB 135.

Number 1093

Rep. Bette Cato commented on legislative situation and bill. Mr. Donald Hennessey added a few more comments about the costs of operating a truck. Mr. Mathis made some additional comments about other state's trucking problems. Joe Rule spoke again.

Number 1155

Dave Wagner opposed the bill because permit not transferable. Tim Gunderson made a couple of more comments also.

Number 1216

Ken Befie (spelling?) made several comments on how striking unions have opened the door for outsiders to come in.

Number 1225

There being no further witnesses, the meeting was adjourned at 9:00 p.m..

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

May 21, 1982

SUBJECT: Motor carriers legislation
(HCS CSSB 135 (L&C))

TO: Representative Bette M. Cato
Attn: Steve Soenksen *TAS*

FROM: Thomas A. Sofo
Legislative Counsel

I understand that some concern has been voiced as to the constitutionality of HCS CSSB 135 (L&C). The potential problem involves the existence of statutes or regulations of the ICC which may be in conflict with certain provisions of the above referenced bill. Since I am unaware of any specific point of incongruity, this memorandum will merely outline the relevant rules which typically are applied when a question of this nature arises.

Article VI of the United States Constitution provides:

This Constitution, and the laws of the United States which shall be made in pursuance thereof, and all treaties made, or which shall be made, under the authority of the United States, shall be the supreme law of the land and the judges in every state shall be bound thereby, anything in the Constitution or laws of any state to the contrary notwithstanding.

The supremacy clause of the federal constitution quoted above simply means that laws passed by state legislatures are ultimately subject to federal laws addressing the same subject. If we assume that a particular enactment of Congress is properly within the powers granted to Congress (and that presumption attaches to statutes and regulations concerning interstate commerce) the only remaining analysis is confined to whether or not the federal statute or regulation reflects an intention to preempt state activity in the field.

State legislation will typically be presumed to supplement federal laws if the two can be reconciled. In the event of a conflict, however, the supremacy clause requires that the federal act control. Typically, any inconsistencies which cannot be reconciled result in the state statute being considered invalid to the extent of the conflict. This also comports with our local rule concerning the severability of invalid provisions which may be contained in the state statutes.

A catch phrase which is often used in considering whether Congress has preempted the field is reflected in the determination as to whether a "uniform and comprehensive system completely occupying the field of legislation on the subject" has been enacted at the federal level. Usually, some affirmative proof is required to establish the intent of Congress to preempt state activity in a given field. The mere failure to address a question, in the absence of relevant legislative history to the contrary, is not usually considered to be evidence of congressional intent to deny state regulation of a particular aspect of a topic. For instance, the failure of the ICC to require minimum rates for motor carriers, if that is indeed true, is not necessarily an indication that the Congress has considered that providing for minimum rates would be inconsistent with the federal regulatory scheme.

A state statute cannot thwart or frustrate the operation of a federal statute on the same subject. Since the ICC is charged with regulation of interstate carriers any enactment by a single state which might affect interstate commerce would probably violate other provisions of the constitution as well, regarding noninterference with interstate commerce. It is a different matter if a state decides to enact a regulation concerning intrastate commerce since the federal government is typically without authority to regulate such matters unless they have an effect on interstate commerce.

Since the purpose of this memorandum is not to address specific inconsistencies between our local act and the federal law, no specific conclusion can be made as to whether or not we have included material in HCS CSSB 135 (L&C) which might be considered to be preempted by federal law. If a specific question does arise, the analysis above is the starting point for making a determination as to

Representative Bette M. Cato
Page 3
May 21, 1982

whether state action on the specific subject will withstand later court challenge. In that regard, further work in this area will be inconclusive in the absence of treating a specific provision of the present bill in light of specific provisions of federal law which might appear to be contradicted by the bill under review.

TAS:ljb

Powers of ATC

42.07.121

The ATC "shall supervise and regulate transportation...and may do all things, whether specifically designated...or in addition thereto which are necessary or convenient in the exercise of this power and jurisdiction."

ATC has broad and general authority under Alaska statutes.

Declaration of Policy

42.10.010

"It is the purpose of this chapter to provide the shippers and receivers of freight in the state with a stabilized service and rate structure; to foster sound economic conditions among the carriers which will guarantee transportation in the public interest; to promote adequate, economical and efficient service by motor carriers, and reasonable charges without unjust discrimination, undue preferences or advantages, or unfair or destructive competitive practices; to preserve the common carrier of commodities by motor carrier in the public interest; to improve and coordinate the relations between, and transportation by and regulation of, motor carriers and other carriers so that the highways of the state may be properly developed and preserved, and the public assured of adequate complete, dependable and stable transportation service in all its phases"(emphasis added).

The purpose of the Alaska Motor Freight Carrier Act, over which ATC has authority, specifically outlines responsibilities of the ATC; responsibilities which the ATC has clearly neglected or we would not be here today.

In Alaska today, ATC has not required motor carriers to post reasonable charges; unfair and destructive competition has resulted in rates which do not provide owner-operators in Alaska the financial reimbursement to equip, maintain, or operate their vehicles in such a way to "foster sound economic conditions" which "guarantee transportation in the public interest" or which "improve[s] and coordinate[s] the relations between, and the transportation by and regulation of, motor carriers".

The ATC has allowed unfair competition between private and common carriers, it has allowed the destabilization of the transportation industry by ignoring the plight of the owner-operators and has failed to ensure reasonable rates by only approving rates rather than setting rates which reflect the real and actual cost of transporting goods or providing services in Alaska. ATC has disregarded the petitioning of those who provide the majority of the motor freight service in Alaska, the owner-operators. The ATC has chosen to ignore the requests of pilot car services to address their freight transportation related problems.

Though given broad authority, and being cognizant of the problems faced by the motor freight industry in Alaska today, the ATC has failed to respond to what is now a crisis situation.

In shirking its responsibility, the ATC has also failed to suggest to the legislature what action, if any, the law-making branch should take to assist the ATC in accomplishing its responsibilities. As a result, we have SB 135 before us today.

The Amendment to HE 586 was requested and added in the Senate Finance committee in order to initiate regulations which would protect the pilot car industry from the unfair competition which it is now facing from Canadian pilot car companies which are entering Alaska and taking Alaskan jobs; Alaskans cannot similarly compete in Canada. In conjunction with the regulations which would be developed by the department of commerce to assist the pilot car operator, SJR 55 has been introduced to request the US Immigration Service to more fully implement regulations which should reduce this unfair competition.

The primary component of CS for SB 135 (Finance) is Section 1. which provides that the ATC shall regulate "owner operators":

The intent of this section is to have ATC regulate at one level lower than is the current practice, to provide licenses for those who are currently "owner operators" in Alaska and then to apply standards of public convenience and necessity to the issuance of further licenses. It is hoped that this will reduce the influx of operators who are ill-equipped and willing to work at rates which are below the minimum necessary to reasonably operate a vehicle on a "owner operator" basis in Alaska. The intent is not to exclude anyone who is currently operating (or who has done so in the immediate past) but only to ensure that expansion of the pool of "owner operators" from henceforth be made in the same manner as common carrier licenses are now issued, on a basis of need.

Integral in the intent of Section 1. is the amendment in Section 2. which requires carriers to file "maximum and minimum" rates:

The intent of this section is to have the ATC do what it currently has the authority to do, set rates, but which it has chosen not to do. Currently the ATC merely approves rates which are submitted by the carriers rather than considering whether they are fair in relation to the costs involved, and in particular, whether they reflect adequate reimbursement for the "owner operator".

Section 3. changes the definition of Private Carriers:

The intent here is to preclude unfair treatment which allows private carriers to unequitably compete with common carriers. Currently some private carriers have taken advantage of the changes in the law (1973) which allow them to provide the services of a common carrier while avoiding the risks which a true private carrier would have i.e., inventory, distribution facility, etc. and avoiding the requirement related to being a licensed common carrier.

As the sponsor of this legislation, there are two modifications which I would request you make:

Amendment #1. Delete the following on page 1, line 19:
[construction contractor operators]

This group of licensees was inadvertently included by drafting.

Amendment #2. Remove the deletion on page 2, line 27 so it read as follows:

(A) a person who transports by motor vehicle, with or

Legislative Drafting has informed us that the deletion of [with or] from this definition would result in an impact which is broader than we intended. ATC has informed us that the other change which we suggest in this definition will be adequate to accomplish our intent.

May 24, 1982

MAY 26 1982

To: Bette Cato, Mitch Abood + the Transportation Committee of the house.
 Once again we the undersigned ask you to please
 give your support to Senate Bill 135. This
 bill is desperately needed to help us survive.

Print Name	Address	ZIP	Phone	Signature
Norieta Rule	1727 Bartlett Dr.	99507	344-5909	Norieta Rule
Denise Denise Richcreek	Box 252 Glennallen	99588	822-3929	Denise Richcreek
Karen Hood	Box 8649 Anch.	99508	337-3773	Karen Hood
Joseph Rule	5806 South TAHIRI Loop.	99507	349-4793	JOSEPH RULE
Leslie L. Rule	" " "	"	"	Leslie L. Rule
Kay Kogele	P.O. Box 10-1972 Anch.	99511	345-3454	K. Kay Kogele
JACK ANDERSON	7200 TICONDEROGA ANCH	99502	293 3017	Jack Anderson
LE ROY E BARR	2442 Lone Jay Dr Anch	99504	276336	Le Roy E. Barr
Robert Peterson	SRA 256 d	99507	345-5061	R. W. Petersen
Betty PETERSEN	SRA Box 256-D	99507	345-5061	Betty Petersen
Joe Jirkovich	SX Box 3300 WASILLA AK	99687	376 3195	Joe Jirkovich
EM. PICKENS	1807 CLEVELAND		2776762	E M Pickens
Sharon Lee	2825 Telequana # 4		248-3181	Sharon Lee
CHARLES HOPKINS	201105 Chugach WY # 2		272-5985	Charles Hopkins
RON McLEVIN	3703 Lois DR.		274-3883	Ron McLevin
Steve Fretwell	2205 Boniface Pky. #66		358-1361	Steve Fretwell
Ken Tholen	3703 Lois DR.		274-3883	Kenneth Tholen
William Brown	Box 517 WASILLA AK.		745 2454	William J Brown
Roy NEWTON	829 ELAINE DR. ANCH AK		333 1929	Roy Newton
Bob FRICKSON	3005 W. 31st Anch AK.		274 4570	R. Frickson
JIM TROXELL	3840 JAMES DR. ANCH AK		333-0601	J Troxell
Ellen Green	1433 ATKINSON, ANCH. AK		333-1145	ELLEN GREEN
Nancy Trump	P.O. Box 396 Talkeetna, AK.		733-2281	Nancy Trump
Bob Crossman	4432 Ames Ave. Anch. AK.		333-4322	Robert L. Crossman
Yvonne R. Crossman	4432 Ames Ave. Anch. AK.		333-4322	YVONNE R. CROSSMAN
George C. Stinnat	6100 Blackberry Anch., AK.		248-5170	George C. Stinnat
John Morgan	1407 Inlet Pl Anch. AK		272-2619	John Morgan
Gregory Bowman	1112 East 6th Anch. AK.		349-2680	Gregory Bowman
Gregory Henderson	1500 CALARIAN ANCH. AK		279-3787	Gregory Henderson
Glenn Crawford	1545 S. Hoyt #60 Anch. AK		333-0765	Glenn Crawford

5/24/82

To Bette Cato, Mitch Abood & House TRANSPORTATION Committee
 We the undersigned ask you to support Senate Bill 135
 & Pass Before This Session Closes. Thank You!

PRINT NAME	ADDRESS	ZIP	PHONE	SIGNATURE
DANA ADAMS	Box 84, Eagle River, AK	99517	694-2966	Dana Adams
CARLTON, Kenneth	616 No Bliss, Anch	99504	279-7066	Carlton
Doogan, James P.	3241 Montpelier Ct. Anch	99503	279-0267	James P. Doogan
NAVE, ELAINE	9499 BRAYTON DR #214 ANCH	99507		Elaine Nave
HINSON, BRUCE	1231 W. 7th ANCHORAGE, AK			Bruce Hinson
ELAM, ROGER	317 N. BRAGAW, ANCH.			Roger Elam

PRINT NAME	Address	Zip	Phone	Signature
JAN KAYUP	3785 Christina	99504	278-2700	Jan Kayup
Jim Macomber	P.O. Box 6396 Anch AK	99502	243-2178	Jim Macomber
PAT MACOMBER	P.O. Box 6396, Anch, AK	99502	243-2178	Pat Macomber
CLINT HERZOG	P.O. Box GENERAL DEL. ALASKA			Clint Herzog
Bernard W. Schirmer	412 East 10th	99501	279-1908	Bernard W. Schirmer
Darryl J. Giff	S.A.H. 1632-N Anch AK	99507	345-4358	Darryl J. Giff
LAURIE R. DIONE	SRA Box 934 ANCH AK	99502	337-9550	Laurie R. Dione
Sylvia R. Fuentes	4131 LANACT Anch, AK	99504	274-1400	Sylvia R. Fuentes
K.T. SANKKALA	9361 ATELIER Dr.	99507	337-1242	K.T. Sankkala
JEANNE WINNER	7505 GLEN Hwy #25 ANCH	99504	333-2036	Jeanne Winner
JOHN. FORCESKIE	3030 BENNETT. ANCH.	99503	243-2208	John. Forceskie
Betty Palmer	1101 La Land Anch, AK	99504	333-9180	Betty Palmer
Shirley S. Allen	4924 E 143rd Apt C-6 Anch	AK 99504	337-8039	Shirley S. Allen
Eloy GUARDERAS	3324 Eide #2 Anch		276-5030	Eloy GUARDERAS
Robin Gurnley	Box 887 Eagle River	99511	688-2576	Robin Gurnley
Dinah Clith	4213 Morphy Ct.	99504	333-2468	Gene A. Clith
Lisa Clinton	4213 Morphy Ct.	99504	333-2468	Lisa Clinton
ROY GOODRON	Box 25 RT-1 Crestview Ln,	99507	694-7477	Roy Goodron
Dave Edwards	3441 W. 88TH #12	99502	243-1990	Dave Edwards
JOE E. BALLESTEROS	195 TWENTY GRAND EAGLE RIVER	99511	694-3854	Joe E. Ballesteros
Barbara Rul	1727 Bartlett Dr Anch AK. 99507	99507	344-4068	Barbara M. Rul
Nancy D Smith	SRA 3077 C - (INC) Anch AK 99507		344-3746	Nancy D Smith
R. Welsh	759 S. KEVIN ANCH 99504			R. Welsh

May 24th
1982

Once again we the undersigned ask you to please
give your support to Senate Bill 135. This bill is
desperately needed to help us survive.

PRINT NAME	ADDRESS	Zip	PHONE	SIGNATURE
ERNEST DOHRMAN	5012 GARLAND CIRCLE	99504	333-4360	Ernest Dohrman
BUNNY DOHRMAN	5012 GARLAND CIRCLE	99504	333-4360	Bunny Dohrman
Ted Knutson	Box 4-1692	ANCHORAGE 99509	279-6251	Ted Knutson
Douglas Beal	1938 E. 88TH AVE ANCH. AK	99507	344 6342	Douglas Beal
JIM GORDON	6014 DONCASTER DRIVE, ANCH, AK		337-4847	J. Gordon
McLewin	6630 E 12th	ANCH AK	333-2016	Jimmy H. McLewin
D.J. Schooley	2700 McCOLLIE AVE	99509	248-4425	D. Schooley
JERRY L. DICKMAN	Box 4-722 Anch AK	99509	694-2074	Jerry L. Dickman
HENRY DANSTEAD	5303 E 30th ANCH, AK	99501	337-4516	Henry Danstead
RODGER HARRIS	5251 E 41st	"	333-0121	Rodger Harris
Doug Snyder	3333 W 64 AVE	99502	243-2468	Doug Snyder
Lewis BOTTOMS	6734 Linden Dr.	99502	243-1773	Lewis Bottoms
Carrel L. Lawson	BA 4-1868		248 3828	Carrel Lawson
JIM GARRISON	2260 LAKE GEORGE DR		333-4084	Jim Garrison
Tim Newman	10044 Goodnews Cr		349-4734	Tim Newman
MIKE HARBACK	3531 E. 42nd #20		274-5256	Mike Harback
Peg Harback	3531 E. 42nd #201		274-5256	Peg Harback
David Kedish	4110 Debar Sp 126		333-2100	David Kedish
JAMES F. STECK	2221 Mulden #372	ANCH AK	337 9683	James F. Steck
Peter D. Miller	5R2 Box 9775 Eagle River AK		778 4613	Peter D. Miller
MICHAEL A. REAVES	2141 Dawnlight Ct Anch AK		244-5368	Michael A. Reaves
CATHI M. SOUSA	Box 10-1066 ANCH AK		264-1108	Cathi M. Sousa
LONNIE NAUE	9499 BRANTON DR #214, Anch.		344-8917	Lonnie Nae
Joseph N. Moss	11324 Thompson Way Anch. AK	99504	276-0756	Joseph N. Moss
TERRANCE R. QUATTI	4430 VIEW CIRCLE #3 ANCHORAGE, AK 99507		272-6471	Terrance R. Quatti
Glenn E. Cooper	3255 Montpelier Ct. Anchorage, AK, 99503		276-0758	Glenn E. Cooper
DANIEL FISHER	5800 GLENN Highway ANCH. ALASKA		337-0273	Daniel Fisher
RITA WOLFE	P.O. BOX 1671 ANCH 99510		-	Rita Wolfe
Tom Walker	Anch AK		243-5954	Tom Walker
Dave Emerson	Anch AK		248 0267	Dave Emerson
Daisy McPherson	Anchorage		274-9102	Daisy McPherson
Gene Nowka	501 N. Bragan		277-3588	Gene Nowka

5/24/82

Once Again We the Undersigned ask you to please
 give your support to Senate Bill 135. This bill
 is desperately needed to help us survive.

Print Name	Address	ZIP	Phone	Signature
George Garton	SRA Box 3171 Anch.			George Garton
GARY SIMPSON	P.O. Box 10561		3447878	Gary Simpson
CARROLL ERICSON	GEN DEL. COCOVA			Carroll Ericson
DARRYL EMERSON	2906 W 32nd AVE		2480267	Darryl Emerson
ED CARDINALE	1054 W 20th Anchorage AK		279-1265	Ed Cardinale
SAM SIMMONS	SRA Box 190-D ANCH		3447550	Sam Simmons
Ellen Sprague	905 Muldoon Rd. A-49		333-6320	Ellen Sprague
FRANK RUSH	3003 WENDY'S WAY #6		2437177	Frank Rush
RITA HAYES	734 W Strawberry 99502		3493849	Rita S. Hayes
RUSS MYRE	2221 MULDOON RD SPT#36		3336852	Russ Myre
STEV YARNOT	P.O. Box 513 - HUGI-AKAK		668-2418	Stev Yarnot
Floyd Tyree	P.O. Box 3-4027 ANCH.		337-2398	Floyd Tyree
Opal Toome	Star Route Box 2992 Wasilla		376-5525	Opal Toomey
Paul A. Dunham	SRA Box 2060-W Anch 99507		349-7202	Paul A. Dunham
TERRY ANDREWS	STAR RT A BOX 1132		345-7158	Terry Andrews
BOB THORNTON	SRA Box 877C Anch. AK.		5455000	Robert Thornton
EW. CHAPMAN	3500 MVIEW DR ANCH		274-4185	EW. Chapman
Jeanette King	5750 Glen Hwy ANCH.		3775057	Jeanette King
Stan Watson	5750 Raymond Dr. Anch		349-1455	Stan Watson
GERRY HUNT	6410 Askeland DR		349-5090	Gerry Hunt
GERRIE H. HOOCH	8500 Pioneer Drive		337-4005	Gerrie H. Hooch
Tim Armstrong	3001 W 33rd Anch. AK		243-1163	Tim Armstrong
EARL R. HOLLAND	2701 FRIGATA ST ANCH		272-6306	Earl R. Holland
KENNETH E. CONDR	3330 Creekside Anch AK 99504		337-3605	Kenneth E. Condr
S.R. PETERSON JR.	SRA Box 1136 Anch AK 99502		345-3644	S.R. Peterson Jr.
Sherrill Johnson	922 Jaymie Ct		344-0807	Sherrill Johnson
FLOYD MURPHY	1200 W Demand Blvd 1108 99502		349-6375	Floyd Murphy
DOROTHY ZELLER	2613 Redwood St 99504		274-7863	Dorothy Zeller
Jayce Hood	1200 W Demand #811 Anchorage Alaska		344-0117	Jayce Hood
Jon R. Anderson	9959 BRAYTON #811 ANCH		344-1356	Jon R. Anderson
Bruce Stewart	11313 Valley Anchorage		338-5222	Bruce Stewart
Margaret Olson	P.O. Box 8-180 Anch. AK 99508		337-2587	Margaret Olson
Cordelia Goodrich	7509 Old Harbor Ave Anchorage 99504		333-5656	Cordelia Goodrich

To: Betty Cato, Mitch Aboud & the Transportation Com. of
 May 24, 1982 the House.

PRINT NAME	ADDRESS	ZIP	PHONE	SIGNATURE
DAVE WILLIAMS	4333 SANERNESTO APT 307	99504	338-0762	Dave Williams
RICARDO ORTIZ	3605 ARCTIC BLVD	99503	272-2345	Ricardo Ortiz
JOE JORDAN	5141 Cheen St #5	99504	337-7501	Joseph Jordan
JERRY W NEW	1200 W Diamond	99502	344-4893	Jerry W New
James W. Dyer	1830. Hheu Tian			
RAY CAPUTER	1714 THUNDERBARD		2749209	Ray Caputer
Ray L. Lefler	#296 River	99577		Ray L. Lefler
MARIO FIGUEROA	5901 EGA SPIRITS ANCH	99504	279-8393	Mario Fig
Mary Smith	8201 E 11 #6 Anch A	99501		Mary Smith
Sheri Bittan	4203 Wilson #8	99503	277-8345	Sheri B Bittan
Bonnie Shugart	6631 Weimer Dr. A1	99502	248-2038	Bonnie Shugart
HARRY HUNT	5410 NURMA ST	99504	333 9076	Larry Hunt
Ralph Mingo	1054 NORMAN ST	99504	3336831	Ralph Mingo
WARREN TRIPLE	3605 ARCTIC BLVD #306	99503	349 6037	Warren Triple
J N Curran	7821 Raymer Blvd	99502	349 7845	J N CURRAN
MYRON WALKER	4103 Northwood #3	99503	248-4801	Myron Walker
ROY STONECIPHER	Box 272 Niniichik	99639	367 3446	Roy Stonecipher
AL HUISINGH	S.R. BOX 5094 WASILLA AK 99599	99687	376-4231	Al Huisingh
R Hornstein	PO BOX 5015 Anch AK	99504	278-4462	R Hornstein
C. Wistree	5608 LAKE OTIS	99507	274-7341	C Wistree
John E. Davis	3545 WGT VIEW Anch AK	99504	277-4552	John E Davis
ROY NUTTALL	2065 CARROLL ST	99507	349 1008	Robert
JOHN KIERN	2129 SURPRISE DR	99504	277 4437	John Kiern
NORM SCHWAB	201 E 16TH AVE APT 414	99501	276-4250	Norm Schwab
Jenny Olson	P.O. BOX 4-1693 Anch. AK	99509		Jenny Olson
ERNESTINE DOHRMAN				Ernestine Dohrman
Ernestine	89010 Golovin	99507	344-9337	Ernestine Dohrman
JEAN KING	3640 W 8th #204 Anch. AK	99502	243-1391	Jean L King
Leonard Nelson	801 Airport #5318	99504	279 0999	Leonard Nelson
Hilton Jones	3500 Kachemak PLANCH	99502	344-0486	Hilton V Jones
STARK WEATHERS	3241 MONT PELIER CT	99503	349 1724	Dave Starkweather
MEL GRAVES	446 E 2nd	99503	274 5990	Mel Graves
R. J. Cavaleiro	2600 Redwood ST Anch 99504	99504	274-7846	R. J. Cavaleiro

May 24,

To: [unclear] [unclear] [unclear]
Committee of the House. Once again we the under-
signed ask you to please support Senate Bill 135
This bill is desperately needed to help us survive

PRINT NAME	ADDRESS	ZIP	PHONE	SIGNATURE
DON CHIODO	Box 1027 EAGLE RIVER, AK	99577	688-3567	Don Chiodo
LEE WINNER	7505 GLEN HWY #85	99504	333-2036	Lee Winner
KRISTINA TORBUSH	7505 GLEN HWY #85	99504	333-2036	Kristina Torbush
RANDAL WINNER	HUFFMAN TRL. PARK		N/A	Randal Winner
LEZLEY DOHRMAN	5012 Garland Circle	99574	333-4360	Lezley Dohrman
CAROL DVORAK	1200 W Diamond	99503	341-5278	Carol Dvorak

MAY 8 1982

MSG 92-00029359 PRTY 1 05/27/82 18:27:52 ORIG: LA05 IN= 0012 OUT= 007
FROM: CHERYL/ANCH TO: JNU INFO
TARGET: LJK2 SUBJ: POM PAGE 0001

TO: ALL MEMBERS OF THE HOUSE
FROM: BOB STRONG
2009 SPAR AVE
ANCHORAGE AK 99504 279-9515

EMPHATICALLY URGE YOU TO VOTE NO ON HB 12. IF PASSED PUBLIC WILL SUFFER INCREASED RATES, DECREASED SERVICE. PASSAGE WOULD ALSO ALLOW TEAMSTERS UNION LEVERAGE TO WORK AGAINST THE BEST INTERESTS OF THE SHIPPING PUBLIC AND TRANSPORTATION INDUSTRY.

Moore Business Forms, Inc.

MSG 82-00029294 PRTY 1 05/27/82 15:13:05 ORIG: LA02 IN= 0006 OUT= 0053
FROM: CHERYL/ANCH TO: JNU INFO
TARGET: LNH2 SUBJ: POM PAGE 0002

TO: ALL MEMBERS OF THE HOUSE

MAY 28 1982

FROM: DONALD BOVEE
ALASKA CHAIRMAN, OIL FIELDS SHIPPERS ASSOC/ANCH AREA DEMOCRATIC COUNCIL
740 W 16TH MEMBER
ANCHORAGE AK 99501 265-8396(W)

HB 12 WITH THE SENATE SUBSTITUTE AMENDED 5/26/82 WILL SERIOUSLY DAMAGE
THE ALASKA TRUCKING INDUSTRY. IT WILL RAISE SHIPPING RATES AND GIVE
THE TEAMSTERS UNION MANAGERIAL TOOLS THAT WORK AGAINST ALASKA'S SHIPPING
PUBLIC. I URGE YOU TO DEFEAT THIS BILL BECAUSE THE FEDERAL MOVEMENT
FOR DEREGULATION IS UNDERWAY.

MSG 82-00022109 PRTY 1 04/19/82 19:09:42 ORIG: LA02 IN= 0016 OUT= 0120
FROM: CHERYL/ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: FOM PAGE 0001

~~APR 19 1982~~

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, FISCHER, STIMSON,
BRADLEY, KELLY, RODEY, STURGULEWSKI, COLLETTA
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE, ZHAROFF,
BEIRNE, CLOCKSIN, MEEKINS, CUDDY, COTTEN, HALFORD, MARTIN, PHILLIPS,
BUCHHOLDT, ANDERSON, BARNES, BYLSMA, HAYES, MONTGOMERY

FROM: LISA SHIVERS (SENDING FOR BEN RULE, TEAMSTER OWNER/OPERATOR)
1727 BARTLETT DRIVE
ANCHORAGE AK 99507 344-5909(H) 349-8624(W)
RE: TRANSPORTATION SUBCONTRACTOR PROPOSAL

AS A 25 YEAR ALASKAN, I WISH TO SUPPORT THE PROPOSAL BY THE WOMEN FOR ALASKAN
OWNER/OPERATORS. BY MARCH 25, 1982 K & W TRUCKING ALONE HAD BROUGHT IN 126
OUTSIDE OWNER/OPERATORS WHILE I SAT AT HOME. THIS IS NEITHER FAIR NOR GOOD
FOR ALASKA'S ECONOMY.

*Duplicate
see attached
sent 4-14-82
DL*

MSG 82-00020969 PRTY 1 04/14/82 14:24:25 ORIG: LA01 IN= 0005 OUT= 0096
FROM: CINDY, ANCH TO: JNU INFO
TARGET: LJH2 SUBJ: POM PAGE 0003

TO: SENATORS RAY, GILMAN, DANKWORTH, KERTTULA, SACKETT, BRADLEY, COLLETTA
FISCHER, KELLY, RODEY, STIMSON, STURGULEWSKI
REPRESENTATIVES CATO, ABOOD, DUNCAN, METCALFE, MOSS, SUTCLIFFE,
ZHAROFF, ANDERSON, BARNES, BEIRNE, BUCHHOLDT, CLOCKSIN, COTT
CUDDY, HALFORD, HAYES, MARTIN, MEEKINS, MONTGOMERY AND
PHILLIPS

APR 15 PAID

FROM: BEN RULE, 1727 BARTLETT DR, ANCH., 99507 344-5909 HM

AS A 25 YR ALASKAN, I WISH TO SUPPORT THE PROPOSAL BY "WOMEN FOR ALASKAN
OWNER-OPERATORS". BY MARCH 25, 1982 K AND W TRUCKING ALONE HAD BROUGHT IN
126 OUTSIDE OWNER-OPERATORS, WHILE I SIT HOME. THIS IS NEITHER FAIR NOR
GOOD FOR ALASKA'S ECONOMY.

FROM: NORIETA RULE, 1727 BARTLETT DR, ANCH. 99507 344-5909 HM

APR 15 PAID

RE: TRANSPORTATION SUB CONTRACTOR PROPOSAL

AS A 25 YEAR ALASKAN, I WISH TO SUPPORT THE PROPOSAL "WOMEN FOR ALASKAN
OWNER-OPERATORS". DUE TO THE LARGE INFLUX OF OUTSIDE OWNER-OPERATORS, MY
HUSBAND HAS SAT HOME ALL WINTER. THESE OUTSIDERS ARE DESTROYING ALASKA'S
ECONOMY.

FROM: DONALD M. HENNESSEY
D & J TRUCKING
8244 SEAVIEW 243-4473
ANCH., AK. 99502

AS A 30 YEAR RESIDENT TRUCK DRIVER (OWNER-OPERATOR), THE PRESENT RECESSION
AND INFLUX OF TEMPORARY OWNER-OPERATORS HAS MADE IT OBVIOUS SOME FORM OF PRO-
TECTION IS NECESSARY TO KEEP THE RESIDENT OWNER-OPERATOR FROM FINANCIAL RUIN
ON A CONTINUING BASIS.

APR 15 PAID

FROM: NORMAN JOSTEN, JOSTEN'S TRUCKING, INC.
P.O. BOX 2736, ANCH. AK. 99500 248-0208

I AM IN FULL SUPPORT OF THE PROPOSAL BY "WOMEN FOR ALASKAN OWNER-OPERATOR"
AS A LIFE-TIME ALASKAN, I AM SICK OF SEEING "OUTSIDERS" COMING UP HERE TO MAKE
BIG BUCKS, ONLY TO SEND THEIR PAYCHECKS RIGHT BACK OUTSIDE! WE NEED LAWS TO
PROTECT ALASKAN OWNER-OPERATORS. VOTE LIMITED ENTRY!!

APR 15 PAID

MAY 1982

SB-135 and
related legislation

CONSTITUENT AND NON-CONSTITUENT
TELEGRAMS AND PUBLIC OPINION
MESSAGES

Office of
Rep. Bette Cato

*Prepared by
F. L. ...*

OPPOSED TO

OPPOSED

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

02132 ANCHORAGE AK 39 05-21 215P ADT

PMS REP BETTE CAT **2304** (PHONE IMMY NEED BEFORE 5PM TODAY)

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

MAY 24 1982

JUNEAU

THIS IS TO INFORM YOU THAT I AM VERY MUCH OPPOSED TO SB135.
IF PASSED, THIS BILL WILL INCREASE FREIGHT RATES TO ALASKA
IT WILL RESTRAIN THE FREE ENTERPRISE SYSTEM, IT IS AN
ANTI-TRUST VIOLATION AND IT WILL LIMIT ENTRY TO THE PUBLIC
IN THE TRANSPORTATION FIELD. PLEASE VOTE NO AGAINST THIS BILL.

PARLEY S MARTIN

3540 HAZEN CIR

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 286-6442
JUNEAU, AK 99802

MAY 24 1982

02125 ANCHORAGE AK 3S 05-21 215P ADI

PMS REP BETTE CATO (PHONE IMMY NEED BEFORE 5PM TODAY)

2297

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

JUNEAU

I AM OPPOSED TO THE PASSAGE OF SB155 AS THE LOSS OF ANOTHER
FREEDOM. IT WILL INCREASE FREIGHT RATES IN ALASKA, RESTRAIN
FREE ENTERPRISE, AND LIMIT ENTRY INTO THE TRANSPORTATION
INDUSTRY. PLEASE VOTE NO.

WANDA GIBSON

3234 EAST 16TH AVE

ANCHORAGE AK 99504

TELEGRAM

ALASCOM, INC.

PHONE: 586-6442

JUNEAU, AK 99802

02118 ANCHORAGE AK 39 05-21 215P ADT

PMS REP BETTE CATO (PHONE IMMY NEED BEFORE 5PM TODAY)

2290

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

MAY 24 1982

JUNEAU

PLEASE BE ADVISED THAT IAM AGAINST SB135. IT LIMITS ENTRY AND
TO THE TRANSPORTATION INDUSTRY IT ALSO STYMIES FREE ENTERPRISE,
AND IT WILL INCREASE FREIGHT RATES INTO ALASKA. PLEASE VOTE
AGAINST THIS BILL.

DOUG TIPTON

3884 CARAVELLE DR

ANCHORAGE AK 99502

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

02111 ANCHORAGE AK 42 05-21 210P ADT

PMS REP BETTE CATO ~~2283~~ LS PHONE IMMY BEFORE 5PM

MAY 24 1992

TRANSPORTATION AND LABOR AND COMMERCE COMMITTEE

JUNEAU

IN AN ERA WHEN NATIONALLY TRANSPORTATION IS UNDERGOING
DEREGULATION MUCH THE BENEFIT OF THE CONSUMER, SB135F FLIES
IN THE FACE OF THE NATIONAL TREND. I AM OPPOSED TO THIS BILL
AND ASK THAT YOU VOTE AGAINST ITS PASSAGE.

DAVID DORSEY

6135 FASTWOOD COURT

ANCHORAGE AK 99504

TELEGRAM

ALASCOM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

#

02211 ANCHORAGE AK 55 05-21 330P ADT

MAY 24 1982

PMS REP BETTE CATO

2323

JUNEAU

I WOULD LIKE TO URGE YOU TO VOTE NO AGAINST SENATE BILL 135
FOR THE FOLLOWING REASONS:

1. IT DEFIES THE FREE ENTERPRISE CONCEPT, THE MAIN CORNERSTONE
OF OUR ECONOMIC SYSTEM.
2. BY LIMITING ENTRY INTO THE TRANSPORTATION INDUSTRY,
COMPETITION WILL SUFFER.
3. DUE TO THIS BILL FREIGHT RATES WILL INCREASE.

JACKIE SOLLEE

PO BOX 4-1651

ANCHORAGE AK 99509

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

S.A. Walsh
3rd Steeping Lady
Alaska Air 99502

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

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In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

A handwritten signature in cursive script that reads "E. Holmes".

Elizabeth T. Holmes

9408 Canton Loop
Anchorage, Alaska 99502

May 20, 1982

MAY 24 1982

Dear Representative Cato:

I want to urge you to vote against Senate Bill 135. The fact that committee hearings have not been held concerning this bill and that it was passed out of committee without input from the citizens of Alaska concerns me greatly, especially in the light that such a bill has a profound impact on the trucking industry within this state.

The passage of this bill in its present form could do great injury to the trucking industry within Alaska and I urge that the bill be returned to committee and that formal hearings be held.

In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,

R. P. Mosher
256 W 23rd
Apt 2
Anchorage 99503

May 20, 1982

MAY 24 1982

Dear Representative Cato:

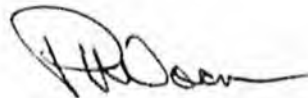
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In addition, House Bill 12 refers to regulation that in my opinion is unhealthy and would not hold down transportation costs.

I do not feel there was any need or justification for such haste in acting on these bills.

Sincerely,



P. A. Woare

3834 Helvetia Dr.
Anchorage, Alaska 99504