

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

5040 HRES SJR 35 - SJR 69

672



Official Business

COMMITTEE:

DATE:

**SIGN-IN**

Subject of meeting:

STR 35

NAME

ADDRESS

PHONE

REPRESENTING

DO YOU WANT TO TESTIFY?

✓ CRAIG MAPES	P.O. Box 46 TUNEAU SPR. AK 99841		MYSELF	Yes
✓ Al Stein	BOX 211 Tuneau		MYSELF PT Baker ASSOCIATION	Yes
✓ GREG FISK	130 SEWARD ST. RM. 213 TUNEAU AK 99801	586-9450	ALASKA TROLLERS ASSOCIATION	YES
✓ Ken Veghous	369 So. Frank's St. Tuneau AK 99801	586-1911	Alaska Discovery	Yes
✓ CRAIG LINDH	PUGH AVE TUNEAU		DIV. OF GOVT. COORD. OFFICE OF GOV.	YES
✓ Skip Gray	4404 Mountainside Drive Tuneau, Alaska 99801	780-4854	FRIENDS OF BERNERS Bay	Yes
✓ JACK LENTFER	4350 Glacier Hwy Tuneau 99801	780-4023	Self	Yes
✓ Dick Foltz	115 Castaigne - Tuneau 99801	6-9453	SEACC	Yes
✓ Matt Kirchmeier	11078 Auke St. Tuneau, AK 99801	9-0401	ALASKA CHAPTER, THE WILDLIFE SOCIETY	Yes

January 21, 1987

CHART 1  
TONGASS TIMBER SUPPLY FUND  
Dollars and Targets  
Thousands of Nominal Dollars

Description	1981 1/	1982 2/	1983 2/	1984 2/	1985 2/	1986 2/	1987 3/
Timber Sales Prep. (MMBF)	\$ 6,100 (543)	7,776 (479)	9,233 (459)	9,349 (476)	10,054 (432)	8,101 (382)	9,885 (424)
Timber Sales Admin.	\$ 2,566	2,586	3,216	3,519	3,241	3,859	3,530
Timber Support	\$ 1,356	1,899	2,516	2,911	2,639	3,030	3,376
Reforestation (Acres)	\$ 359 (1,876)	762 (972)	1,136 (2,031)	933 (1,159)	543 (365)	195 (158)	138 (0)
Tbr. Stand Impr. (Acres)	\$ 1,838 (6,807)	3,232 (6,985)	3,194 (9,429)	2,858 (7,701)	2,359 (8,231)	3,721 (8,544)	3,423 (6,300)
Facilities Const.	\$ 1,870	7,344	2,391	3,767	2,516	1,693	1,223
Road Const./Recon. 4/ (Const. Miles) (Reconst. Miles) (TTF Nos.)	\$ 3,032 (6.7) (11.3) (0)	8,109 (24.5) (0.0) (3)	10,525 (63.5) (0.0) (4)	11,347 (65.1) (34.8) (2)	11,477 (41.7) (3.3) (3)	14,720 (40.4) (20.3) (1)	16,927 (30.7) (2.1) (0)
Engineer. Support	\$ 5,894	12,786	11,175	11,696	11,575	10,600	10,729
Research	\$ 150	1,401	1,654	1,674	2,044	2,044	2,075
<b>Total TTSF</b>	<b>\$ 23,165</b>	<b>45,895</b>	<b>45,040</b>	<b>48,054</b>	<b>46,448</b>	<b>47,963</b>	<b>51,306</b>
Purchaser Credit 5/ (Const. Miles) (Reconst. Miles) (TTF Nos.)	\$ 20,145 (122.4) (59.2) (0)	35,513 (194.8) (0.0) (1)	8,154 (40.9) (19.4) (0)	2,132 (8.6) (22.4) (0)	1,624 (18.0) (29.9) (0)	4,756 (71.5) (6.7) (1)	30,268 (109.5) (23.5) (0)
KV - Ref./TSI 5/ (Acres)	\$ 617 (1,942)	736 (1,438)	26 (139)	404 (1,102)	401 (854)	362 (1,299)	569 (1,003)
<b>GRAND TOTAL</b>	<b>\$ 43,927</b>	<b>82,144</b>	<b>53,220</b>	<b>50,590</b>	<b>48,473</b>	<b>53,081</b>	<b>82,143</b>

- 1/ Enabling legislation (ANILCA) for TTSF was not enacted until 12/02/80.  
The fund was not created in treasury until the third quarter of FY1981.  
Reported TTSF \$'s were supplemented with Protection and Management appropriated \$'s to produce reported accomplishments.
- 2/ Includes the latest adjustments to reflect final obligations
- 3/ 1987 figures are those found in the Budget Explanatory Notes, except Road Const./Recon. which includes \$5,491M of carryover from FY 1986
- 4/ 1981-1985 reflect actual contract \$'s
- 5/ Excludes Chugach N.F.

THE FOLLOWING DOCUMENT HAS  
NOT BEEN FILMED BUT IS  
AVAILABLE IN THE ORIGINAL  
FILE



# the RAVENCALL

Southeast Alaska Conservation Council

March - May 1987

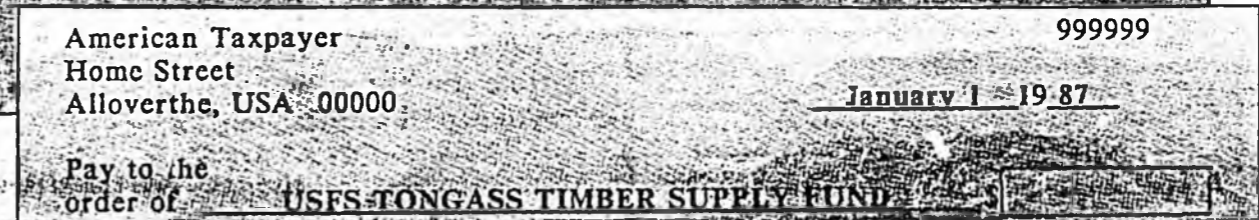
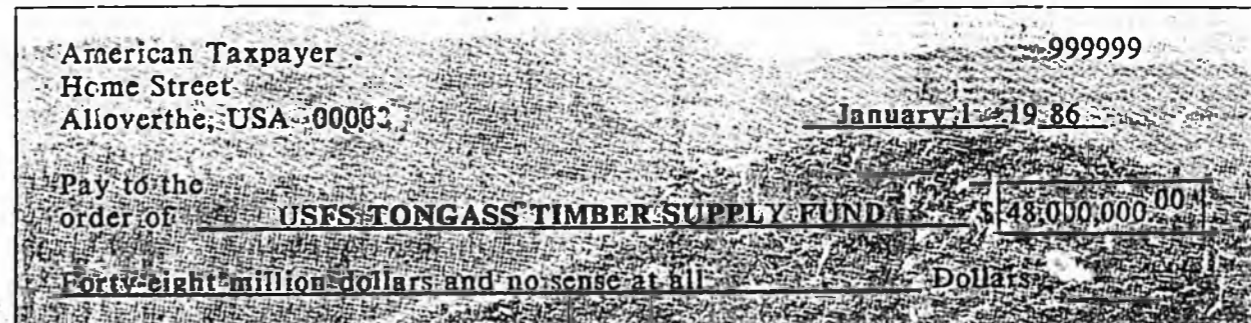
Volume 11, Number 1

## Timber act re-introduced

by SONDRA STANWAY

On March 10, 1987, U.S. Rep. Robert J. Mrazek (D-N.Y.) introduced the much awaited bill, the Tongass Timber Reform Act, in an effort to save the federal government an estimated \$1 billion over 20 years and to preserve the nation's largest national forest. The legislation HR 1516, which now has 60 co-sponsors, would bring accountability to failed government timbering policy in the Tongass National Forest. U.S. Sen. William Proxmire (D-W.I.) introduced a similar bill in the Senate on the same day.

The bill would amend the 1980 Alaska



SJR

51

# HOUSE COMMITTEE REPORT

(9)

Date referred: 2/5/88

FURTHER REFERRALS:

DATE: 3-2-88

The Resources Committee has considered SJR 51

Requesting a support services priority for American carriers and bulk fuel suppliers servicing foreign processing vessels in the exclusive economic zone.

### RECOMMENDS:

- replace with \_\_\_\_\_  the same title  
 attached amendment(s)  a new title  
 do pass  
 do not pass  
 no recommendation  
 individual recommendations  
 additional referral to the \_\_\_\_\_ Committee

ADOPTS:  \_\_\_\_\_ letter of intent

### ATTACHES NEW FISCAL NOTE(S):

- fiscal impact  same as previous fiscal note published \_\_\_\_\_  
 zero fiscal note  same as previous zero fiscal note published \_\_\_\_\_  
 zero with analysis

### SIGNING DO PASS:

Jim G.T.  
\_\_\_\_\_  
Mike Favara  
\_\_\_\_\_  
Michael Amico  
\_\_\_\_\_  
Dick Slattery  
\_\_\_\_\_  
Chip Davison  
\_\_\_\_\_  
James J. ...  
\_\_\_\_\_  
James Pearce  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### SIGNING OTHER RECOMMENDATIONS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Jim G.T.

Chairman's signature

**FISCAL NOTE**

**REQUEST:**

Revision Date: January 25, 1988 Agency Affected: Commerce & Econ. Dev.  
 Title: SJR 51 BRU: Division of Business Development  
 Sponsor: Sturgulewski Components: \_\_\_\_\_  
 Requester: \_\_\_\_\_

**EXPENDITURES / REVENUES : (Thousands of Dollars)**

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-				

CAPITAL	-0-	-0-				
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REVENUE	-0-	-0-				
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**FUNDING: (Thousands of dollars)**

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

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

**ANALYSIS:** (Attach a separate page if necessary.)

Prepared by: Paul Peyton *PP*  
 Division: Business Development

Phone: 465-2162  
 Date: January 25, 1988

Approved by Commissioner: J. Anthony Smith  
 Agency: Department of Commerce and Economic Development

Date: January 25, 1988

- Distribution (by preparer):  
 Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

# North Pacific Fishery Management Council

James O. Campbell, Chairman  
Jim H. Branson, Executive Director

605 West 4th Avenue  
Anchorage, Alaska 99501

January 29, 1988



Mailing Address: P.O. Box 103136  
Anchorage, Alaska 99510

Telephone: (907) 271-2809  
FAX (907) 271-2817

Shari Gross  
Gross & Associates  
617 16th Avenue E.  
Seattle, Washington 98112

Dear Shari:

The North Pacific Fishery Management Council is reviewing a proposal to give U.S. transport and bulk fuel carriers preferential treatment over foreign vessels that now provide those services to the foreign fish processors operating off Alaska. The proposal was submitted by Paul Fuhs, Mayor of Unalaska, to increase the economic return to the U.S. from the fishery resource by allowing for fuller participation by domestic support firms. Under his proposal, foreign fishing and processing vessels would be required to ship their products on U.S. carriers and purchase fuel from U.S. distributors commensurate with the domestic industry's capacity to supply those services.

After initially reviewing this proposal last week, the Council requested a legal opinion from NOAA General Counsel on whether such preferential treatment of the U.S. support industry is mandated or even allowed under the Magnuson Fishery Conservation and Management Act. They also recommended that an industry workgroup be established to carefully examine the issues involved and recommend solutions.

You are among the following individuals I've invited to be on the industry workgroup, which I've asked Richard Knapp, Vice President for Marketing for the Alaska Railroad, to chair:

Mike Coleman	Kemp Pacific Fisheries
Barry Collier	Pacific Seafood Processors Association
Ted Evans	Alaska Factory Trawlers Association
Paul Fuhs	Unalaska
Pete Granger	American High Seas Fisheries Association
Shari Gross	Gross and Associates
Fred Kirkes	American President Lines
Tom Martin	Crowley Maritime
Hans Mauritzen	SunMar
Jerry McAviney	Sea-Land
Elwood Peterson	International Shipping Services
Tom Rueter	North Star
Max Soriano	Delta Western
Peter Strong	Coastal Transportation
Everett Trout	TOTE
Rich Wilson	St. George

January 29, 1988

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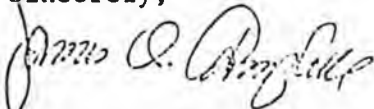
I've tentatively named the workgroup the "Maritime Support Group" but am open to suggestions should some other name be more appropriate as we proceed through our discussions.

Your first meeting will be Thursday, February 11, starting at 9:00 a.m. in Room 2079, Building 4, of the Northwest and Alaska Fisheries Center, 7600 Sand Point Way N.E., Seattle.

Attached is a draft agenda with issues and questions we should touch on. I'm also enclosing the proposal package submitted by Paul Fuhs. I imagine this first session will be mainly exploratory in nature but will help to focus the issues, define the problems, and identify the analyses and information needed for future meetings. If you have specific questions about the meeting arrangements or issues, please contact either Clarence Pautzke at the Council office (907-271-2809).

I look forward to seeing you in Seattle.

Sincerely,



James O. Campbell  
Chairman

enclosures

Draft Agenda

Maritime Support Group  
February 11, 1988

1. Introduction
  - a. Introduction of Committee members.
  - b. Summary of Fishery Support Industry proposal.
  - c. Identification of the problem.
2. Foreign Fishery Support Operations
  - a. What are the nationality, type and number of foreign vessels supporting foreign factory processors working off Alaska?
  - b. What are the types and volumes of cargo or fuel supplied and their origin and destinations?
  - c. How many trips do these vessels make each year and where are their ports of call?
  - d. What are the general operational patterns for the carriers in servicing the fleet?
3. U.S. Capacity to Provide Services
  - a. How many U.S. vessels now are providing support services to fisheries off Alaska?
  - b. What are the types and volumes of cargo or fuel provided? What percentage is this of the whole?
  - c. What are their general operational patterns?
  - d. How will the U.S. support sector expand over the next five years?
4. Shoreside Support Facilities
  - a. What are the current shoreside constraints to providing expanded support services to the fishing industry? Is land available?
  - b. Are port facilities in the Bering Sea and Aleutians or elsewhere in Alaska capable of handling large traffic volumes? Is dock space available? Handling facilities? Container storage areas? What are the turnaround times for port visits?
  - c. Where are current port locations? Where could they be expected to develop to support the fishing industry?
  - d. What preference is given to domestic and U.S. foreign ships making port calls? Do U.S. or foreign vessels provide a greater boost to the local economy?

5. Major Factors Affecting Competitiveness of U.S. Support Industry
  - a. How do subsidies affect the competitive balance within the domestic fleet and between domestic and foreign support operations?
  - b. How do local, state or federal taxes affect U.S. competitiveness?
  - c. Are port operations efficient enough to support expanded operations?
6. Mechanisms for Improving the Competitiveness of the U.S. Support Industry
  - a. What changes in laws or policies are needed at the local, state or federal levels to enhance U.S. support operations?
  - b. Is legislation necessary to encourage the U.S. industry to participate to a larger degree?
  - c. Lacking successful legislation, what else can be done to encourage or promote or even make possible the utilization of U.S. bottoms in the transportation of the vast fish resource off Alaska?
  - d. If foreign vessel permit restrictions are necessary, what should they be and when should they be imposed? Before the season begins or as U.S. capacity develops during the year?
  - e. What is a good measure of U.S. capacity?
7. Impacts on Other Industry Sectors
  - a. Will measures that increase the competitive position of the U.S. support industry necessarily mandate higher costs to the U.S. processing industry?
  - b. How will these measures impact ports and port development?
8. Next Steps
  - a. What information and analyses are needed?
  - b. How can the information be gathered? Is it proprietary?
  - c. Who should help with the analyses?
  - d. When and where should the workgroup meet next?

**DEPARTMENT OF COMMERCE &  
ECONOMIC DEVELOPMENT**

*DIVISION OF BUSINESS DEVELOPMENT*

P O BOX EE  
JUNEAU, ALASKA 99811-0800  
PHONE (907) 465-2017

BRIEFING MEMO -- HJR45 and SJR51

SUPPORT SERVICES PRIORITY FOR FISHERY OPERATIONS IN THE EEZ

The Southwest Alaska Municipal Conference submitted a proposal in October 1987 to the North Pacific Management Council to "establish a linkage between the issuance of permits to foreign fish processing vessels and their use of U.S. transport and bulk fuel carriers. Permits to foreign processing vessels would be issued only upon the condition of existing contracts for the purchase of specific volumes of the services of U.S. cargo and bulk fuel carriers for their at sea operations. The volume required by the contract would equal U.S. capacity to provide those services."

The Department of Commerce and Economic Development (DCED) supports this proposal and the intent of the resolutions before the Legislature. The idea clearly has merit and support service development has great potential to spur economic growth in Alaska. The proposed support services preference should provide U.S. suppliers of at-sea services with needed market access to the foreign fleets, and is likely to generate spinoff business on-shore. It is unlikely that such access will be achieved through other developments such as market forces or Americanization of the processing and fishing sectors.

The department has not conducted an in-depth legal review of the proposal, however, there are several options for the council to consider for implementation. The resolutions may be overly specific in calling for an amendment to the Fishery Management Plan. As the council and NOAA review the legal framework and ramifications, DCED will elaborate on its position.

COUNCIL ACTIONS TO DATE

At its January meeting, the NPFMC set up a work group to study the proposal. There was general support on the council for the amendment, but there was concern about legal aspects and the staff workload from this and several other major proposals pending in the amendment process. This proposal could have sweeping implications and members felt that adequate staff work at this stage was essential.

To date, NOAA general counsel has not advised the council on the legality of the proposal. The council reserved the right to put the proposal in the amendment cycle following issuance of the legal opinion (due March 1) and work group report. This would likely occur at the April meeting. The amendment could be adopted at the September meeting and be in force by December.

#### THE LEGAL ASPECTS

The Magnuson Act provisions cited below appear to be specific to U.S. vessels that service the fishing fleet. Under the proposal, these support vessels could obtain a preference over foreign providers. The Act is mute on shore-based service suppliers and there is nothing in the law that would require U.S. fishing and processing vessels to buy domestic services.

A legal opinion prepared for American President Lines found that:

The Magnuson Act can be read to justify an FMP giving preferential treatment for U.S. support services: Under the act, "fishing" includes "any operations at sea in support of, or in preparation for" catching, taking or harvesting or other activities reasonably expected to result in these activities. Similarly, the Act defines "fishing vessel" to include "any vessel . . . which is normally used for . . . aiding or assisting one or more vessels at sea in the performance of any activity relating to fishing, including . . . transportation."

NMFS currently requires foreign-flag transport vessels to obtain activity code 3 (support) permits in recognition of this provision of the FCMA.

#### MAGNITUDE OF PROPOSAL

In 1985, there were 359 foreign flag vessels operating in the Bering Sea, and 99 of them were freighters and tankers. Almost no goods or services are procured by foreign fleets from U.S. firms or from U.S. coastal communities. The Russian fleet of approximately 40 vessels does buy some fuel and provides shore leave in Dutch Harbor.

Supporters estimate current foreign fleet fuel consumption at 160 million gallons annually. DCED estimated 144 million gallon consumption in 1985. Using an average of 150 million gallons at \$.60/gal yields about \$90 million in potential fuel sales. Dutch Harbor vendors sold approximately 56 million gallons to all customers in 1986.

SWAMC materials state that

"In 1986, more than 5,000 vessel-to-vessel at-sea transshipments were made of frozen fish and meal products by foreign vessels. This amounted to 1,200,000 metric tons . . . in contrast to the total estimated shipment of fish on U.S. bottoms of 50,000 to 75,000 metric tons."

That total of 1.2 million metric tons equals 2.6 billion pounds, and freight related tariffs are estimated to be in the range of \$350 million.

The Jones Act prohibits shipping between American ports on foreign bottoms and the Nicholson Act prohibits landing fish on foreign bottoms. Therefore, U.S. vessels are needed to transport products to U.S. ports and markets. With joint venture operations rapidly dwindling, there will soon (perhaps by 1990) not be enough domestic vessels and cargo handling facilities to move the volume of products required by the growing U.S. market. Without additional capacity, seafood products from the Bering Sea will have to be first shipped overseas on foreign vessels.

#### TECHNICAL ASPECTS OF NPFMC ACTION ALTERNATIVES

Lawyers for supporters indicate that linking foreign processing allocations to the use of U.S. support services in the Fishery Management Plan (FMP) would be legally permissible, only if the action was not based solely on economic considerations. Biological justifications might include improved enforcement which would follow from more accurate foreign catch reporting through monitoring of shipping records on domestic carriers.

As an alternative to FMP amendments, the council could recommend permit restrictions on foreign processing permits, requesting that NOAA impose conditions linked to the use of U.S. support services. If the council offered the permit restriction as a "recommendation" rather than as a part of a formal FMP, NOAA would have more latitude to impose conditions which reflect commercial considerations, but would also be less compelled to act on the recommendation.

#### EFFECT ON DOMESTIC SERVICE PROVIDERS

The DCED has been encouraging the development of support services for some time, as roughly two-thirds of the processing capacity for North Pacific groundfish is expected to develop off-shore due to the location of the resource relative to good harbors and the relative economics of at-sea processing. That was the conclusion of the North Pacific Fisheries Delphi study conducted by DCED in 1985.

A Support Services Survey, released last year, was undertaken by DCED to determine the supply patterns of the existing American fleet and to examine the potential for development of support services. The conclusion was that there is significant potential, especially in the Pribilof Islands and for at-sea fuel and supply services. However, lack of adequate infrastructure was identified as a critical bottleneck. Another problem has been the degree of vertical integration in the foreign fishing operations, and the reluctance to break established supply patterns even if the U.S. alternative is less expensive.

Development of harbors in the Pribilofs and transportation infrastructure there and in the regional transshipment centers at Dutch Harbor and Kodiak must go hand-in-hand with initiatives such as this if the state is to realize its full potential for development from the North Pacific fisheries resources.

The DCED has been investigating the possibility of public/private partnerships in infrastructure development for the region with some success. Cargo carriers and fuel suppliers are poised to move, and have been following events in the Bering Sea very closely. Those approached have expressed considerable interest in the public/private infrastructure development concept. Clearly, the financial markets would be much more receptive if there were a federal policy giving domestic carriers priority in the Bering Sea.

The SWAMC proposal was supported in testimony before the NPFMC permit review committee by: Western Pioneer, Crowley Maritime, Sea Land, Total Ocean Trailer Express, American President Line, Foss Maritime, Petro Marine, Coastal Transportation and American Waterway Operators.

For Further Information Contact:  
Paul Peyton, Development Officer  
Phone: 465-2162

# CITY OF UNALASKA

P.O. BOX 87  
UNALASKA, ALASKA 99585  
(907) 581-1281

"Capital of the Aleutians"

October 8, 1987



James O. Campbell, Chairman  
North Pacific Management Council  
P.O. Box 103136  
Anchorage AK 99510

Dear Mr. Campbell:

This letter is to outline and clarify our proposal for the 1989 Groundfish FMP.

The proposal calls for a priority system for U.S. shippers and U.S. fuel suppliers in the U.S. EEZ. Foreign fishing and processing vessels would be required to ship their products on U.S. carriers and purchase fuel from U.S. distributors to the extent that the domestic industry has the capacity to supply these services.

These service industries are specifically cited in the Magnuson Act right next to fishing and fish processing. It is clear the intent is to capture maximum return to American companies in an "exclusive economic zone" not just a "fishery zone". The Council is charged in the Magnuson Act with representing the domestic interests of all parties with standing as named in the act.

Since NMFS has released the data, we now have a clear analysis of the volumes of fish cargoes. It is not difficult to assess domestic shipping capacity and require that Foreign Processors fully utilize that capacity before foreign shipping is allowed to carry it.

In many ways, it is easier to assess domestic shipping and fueling capacity than it is to assess domestic processing capacity. In addition cargo shipped data is easier to obtain and verify than fisheries data.

While you have seen mainly fishermen and processors in the past, you will see a much more active presence at the Council meetings by the shipping and fuel supply industry. They are fully aware of and in support of this proposal.

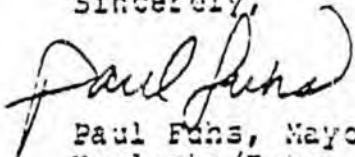
James O. Campbell  
October 8, 1987  
Page 2 of 2

We are making this proposal because the benefits of this support activity would be great for our town, as well as other west coast parts. Employment for local residents (and American seaman) would be substantial, along with tax revenues we need to provide the infrastructure for the developing domestic bottomfish industry.

Last year when the 100 mile zone was being considered, joint venture interests suggested that we focus on service industries rather than primary processing. While we are still doing what we can to support our shoreplants, we are taking their advice and pursuing the service aspect of the industry by filing this proposal.

Please contact us if you have any further questions concerning our proposal.

Sincerely,



Paul Funs, Mayor  
Unalaska/Dutch Harbor

## I. STATEMENT OF PROPOSAL

This transmittal requests that the Council incorporate this proposal into the 1989 Fishery Management Plan (FMP) for the U.S. support industry specifically marine transportation and bulk fuel.

The Alaskan groundfish industry is developing and becoming progressively more Americanized. A key catalyst for Americanization of harvesting and processing has been the Magnuson Act. Like harvesters and processors, the United States support industry, specifically marine transportation, cold storage, bulk fueling and other support services are also eligible to benefit from the Magnuson Act. These support operations are specifically identified as a form of "fishing" in the Magnuson Act. According to the Magnuson Act, the term "fishing vessels" includes vessels engaged in the transport of fish and/or fish products or any other support activity (Sec. 3.11). The CFR further clarifies that support activity includes "transferring or transporting fish or fish products; or supplying a fishing vessel with water, fuel provisions, . . . . . " (50 CFR 611.2)

Despite successes in harvesting and more recently in processing, U.S. support services and small Southwest Alaska coastal communities have realized only marginal economic gains. More than 500 foreign flag vessels spent 34,000 vessel days operating in the U.S. EEZ in 1986 but used only marginal amounts of U.S. shipping capacity or other support services. U.S. support services are both cost and quality competitive with foreign support services. However, large foreign flag fleets continue to support their distant water fleets operating in U.S. waters from home ports using little if any U.S. provided support services .

## II. OBJECTIVE

### A. PROBLEM STATEMENT

Despite recent gains made by U.S. harvesting and processing sectors, the economic value accruing to U.S. interests continue to be a small fractional part of the total economic value of the resource. Some estimates place the U.S. return at about 10 percent of the total. Foreign flag processing fleets, tramps and other support vessels continue to maintain a high level presence in U.S. waters, declining only seven percent in the number of vessel days from 1985 to 1986. The U.S. support industry has not experienced gains comparable to harvest and processing because foreign fishing companies have large vertically integrated operations that provide a strong disincentive to use U.S. support services even when such services are more economical. So long as foreign fishing companies continue to preclude participation by U.S. support firms, an increased amount of economic benefit of the resource will

not flow to Southwestern Alaskan communities or to the U.S. support industry.

## **B. IMPLICATIONS IF THE PROBLEM IS NOT SOLVED**

Because of the market dominance exercised by Japan, Korea, and the state-owned nature of the Polish and USSR fishing companies, free-market economics cannot play its traditional role in establishing a competitive framework within which U.S. support firms can successfully operate and compete on fair terms. It is a well understood fact that both Japan and Korea exercise tight control through tariff and quotas over the importation of U.S. processed fish products. This scheme closely regulates the import of designated fish and shellfish species to protect Japanese and Korean domestic processing industries. Japan controls its domestic market partly to protect its large investment in its distant water fishing fleets. The implications for Japan and Korea's highly restrictive import policies on the development of U.S. processing capacity is ominous in that there will be significant political pressure put on their respective governments to maintain trade protectionist measures especially aimed at U.S. processed product. Therefore, the Japanese and Koreans will move energetically to maintain their current dominance in support services, especially maritime transportation. And, as long as foreign fishing companies refrain from procuring transport, fuel, provisions or repair services, from the U.S. support industry, Southwest Alaskan communities will not derive more than marginal economic benefit from the fisheries.

Following application of the Magnuson Act, investment will begin to flow into new capacity for vessels and support facilities to increase the level of services available to support the fishery. U.S. capacity, especially marine shipping, and bulk fuel sales are now cost competitive with existing foreign supplied transport and fuel. Capital investment in the support industry will accomplish two goals: first, it will increase the overall competitive position of the fishery in relation to other world class fisheries and second, it will improve the economic returns earned by small Southwest Alaska communities and U.S. support service firms.

## **C. IMPLEMENTATION MEASURES**

There are a number of possible methods by which a Fishery Management Plan for the U.S. support industry could be implemented. One possible method is to first make a determination of U.S. support capacity in relation to the total amount of support services now provided by foreign operators. This percent of capacity could then be applied across the board to all foreign countries processing fish in the EEZ. It would therefore be up to each country to be responsible to see that their respective fishing companies in total use the

established percent (expressed in units of capacity, e.g. metric tons of cargo or gallons (tons) of fuel) of U.S. support service.

### III. JUSTIFICATION FOR COUNCIL ACTION

The objective of the Fishery Management Plan should be to achieve for the U.S. fishing industry the optimum value of the support fishery. "Optimum value" in this case is defined as that portion of the sustainable support activity which will provide the greatest overall benefit to the United States.

Should the council not apply the Magnuson Act by establishing a Fishery Management Plan for the support industry, foreign fishing companies will continue to use their in-place support service capacity (arising from vertical integration or state-owned enterprise) rather than U.S. support services. Consequently, only marginal value added benefits from the fishery resource will flow to U.S. firms and Alaskan communities. Large foreign fishing companies have vertically integrated operations that encourage them to forego using U.S. support services even when these services are cost competitive.

This request for Council action follows in the track of previous Council actions with respect to providing preference to the resource for U.S. harvest and processing capacity. Creation of a FMP for the U.S. support fishery would mean that foreign processing vessels would receive allocations only to the level of the in-place capacity of the U.S. support industry. Establishment of a FMP for the U.S. support industry would be accomplished under the process outlined in the Magnuson Act and as directed by existing federal codes and regulations.

### IV. FORESEEABLE IMPACTS

A FMP for support services would provide a wedge for U.S. companies to offer support services to foreign flag fleets that are competitive in terms of price and quality. A FMP would achieve for the U.S. fishing industry the optimum value of the support fishery. A FMP would facilitate raising capital for investments in expanded and upgraded shipping capacity, docks, storage yards, cargo areas and cold storage facilities thus resulting in greater efficiency for the entire industry. It would have the overall effect of making products produced from U.S. Alaskan groundfish stocks more competitive in world markets. Enhanced economic benefits from increased value added activities could be realized from increases in domestic support activity.

In 1986 more than 5,000 vessel-to-vessel at-sea transshipments were made of frozen fish and meal product by foreign vessels. This amounted to 1,200,000 metric tons of fish product transhipped at-sea by foreign flag vessels within the U.S. EEZ. This is in sharp contrast to the total estimated shipment

of fish on U.S. bottoms of 50,000 - 75,000 metric tons. Currently more than ninety percent of the fishery resource is harvested, processed and transshipped at-sea with only a small amount of activity taking place shoreside. More than 500 foreign flag vessels operate in the area and spent in excess of 34,000 operational days servicing the industry in 1986. Yet, almost no goods or services are procured by foreign fleets from U.S. firms or from U.S. coastal communities.

Following establishment of a FMP for the support industry, U.S. shipping firms would develop a feeder system to consolidate fish cargo at Dutch Harbor and Kodiak for containerized shipment to overseas markets in addition to increased shipments to U.S. west coast ports. Cold storage facilities for temporary holding of frozen product would be constructed to allow for a more even flow of product. Improved docks, cargo staging areas and other support services would be developed to provide economical support services to the industry.

#### V. POSSIBLE ALTERNATIVE SOLUTION

A vessel permitting system could be established that would link the issuance of a permit to operate with the use of a set amount of U.S. provided support service. Total fish tonnages or the total number of operational days would be set by the amount of U.S. support services utilized by foreign processors.

#### VI. OTHER DATA - MARITIME TRANSPORTATION AND BULK FUEL

GROUND FISH PLAN AMENDMENT PROPOSAL  
North Pacific Fishery Management Council

Name of Proposer: Paul Fuhs, Mayor Unaiaska/Dutch Harbor

Address: P.O. Box 89  
Unaiaska, Alaska 99685

Telephone: (907) 581-1251

Date: October 1, 1987 (amended 12/1/87)

Fishery Management Plan: Fishery Management Plan for the Groundfish Fishery in the Bering Sea and Aleutian Islands (FMP)

Brief Statement of Proposal: This proposal would establish a linkage between the issuance of permits to foreign fish processing vessels and their use of U.S. transport and bulk fuel carriers. Permits to foreign processing vessels would be issued only upon the condition of existing contracts for the purchase of specific volumes of the services of U.S. cargo and bulk fuel carriers for their at-sea operations. The volume required by the contract would equal U.S. capacity to provide those services. For example, if it were determined that U.S. support service firms could supply 25 percent of the total volume requirements generated by the fishery for cargo shipping and bulk fuel, then foreign processing permits would require that 25 percent of the processed fish and fuel consumed be transported and served by U.S. firms.

A conditional permit could be applied in one of two ways: to an entire country or to individual processing companies. Each country could elect either method. If a country elects to meet the permit conditions as a single entity, the allocation of U.S. support service capacity to individual processing companies would be decided by that country. Compliance would be monitored on a company by company basis. In either case, failure to meet the permit conditions would preclude the issuance of a permit for the following year.

Objectives of Proposal: To increase the economic return to U.S. citizens from the EEZ fishery resource by allowing for fuller participation by U.S. support firms. U.S. support firms cannot now fairly compete because of state-owned foreign fishing enterprises and large vertically integrated foreign fishing firms that exclude the purchase of services that could otherwise be provided by U.S. firms. This proposal will also provide an additional management tool to confirm the quantity of fish being shipped through improved documentation of cargo.

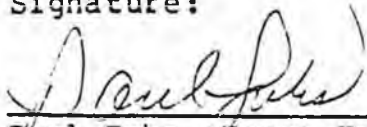
Need and Justification for Council Action: U.S. support service firms are largely excluded from participating in the industry. The total economic return accruing to U.S. citizens from the resource amounts to only a small fractional amount of the resource's total value. More than 500 foreign vessels spent in excess of 34,000 vessel days in the EEZ in 1986 by purchased only small amounts of U.S. support services. Almost all value added activities involving processing, transportation, cold storage, fuel bunkering, provisioning and ship repair continue to be provided by foreign firms. Council action will provide a wedge to open the industry to greater involvement by U.S. cargo and bulk fuel firms.

Foreseeable Impacts of Proposal: The U.S. support service industry would gain a considerable volume of new business. Alaska communities gain through increased employment, improved infrastructure and additional tax revenues. U.S. citizens will earn an improved return on the EEZ fishery resource. The U.S. enforcement agencies gain through improved data collection capabilities and other enforcement measures that will allow confirmation of quantities of fish cargoes shipped.

Are There Alternative Solutions: None. Under the current system, U.S. firms will continue to be largely excluded from participation. Foreign firms will continue to use their in-place support service capacity arising from vertical integration or state-owned enterprises.

Supportive Data: Additional data is being gathered and analyzed. Refer to the text of the Dutch Harbor Groundfish proposal for transshipment data and product volume.

Signature:



Paul Fuhs, Mayor Unalaska

PUBLIC OPINION MESSAGE

DEAR: SENATOR STURGULEWSKI

NAME: WAYNE MARSHALL  
TITLE: CITY OF KING COVE  
ADDRESS: 1007 W. 3RD  
CITY: ANCHORAGE  
PHONE: 274-7555

ZIP: 99501

BILL NO: SJR 51  
SUBJECT: PRIORITY FOR U.S. FISHING SUPPLIERS  
MESSAGE: THE CITY OF KING COVE SUPPORTS AND ADVOCATES THE PASSAGE OF SJR 51  
PROVIDING A PREFERENCE TO THE DOMESTIC SHIPPING INDUSTRY DIRECTLY BENEFITS  
ALASKA'S COASTAL COMMUNITIES BY THE VALUE ADDED ACTIVITIES OF ONSHORE PROCESS-  
ING AND SERVICES. THIS PREFERENCE MEANS JOBS AND INCREASE IN RETAIL TRADE AND  
A HEALTHIER ECONOMY FOR ALASKA.

PC MID: 03144725  
DATE: 01/22/88  
TIME: 14:47:25  
LIONAME: ANCHORAGE LIO

COPIES: SENATORS

COGHILL  
DUNCAN  
ELIASON  
FISCHER  
ZHAROFF  
FANNING

PUBLIC OPINION MESSAGE

TO: SENATOR STURGULEWSKI

NAME: JOHN LEVY  
TITLE:  
ADDRESS: 1007 W. 3RD, SUITE 201  
CITY: ANCHORAGE  
PHONE: 274-7555  
BILL NO: SJR 51  
SUBJECT: PRIORITY FOR U.S. FISHING SUPPLIERS  
MESSAGE: THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE REPRESENTING 14 CITIES AND FIRMS LOCATED IN BRISTOL BAY, THE ALEUTIANS, KODIAK, AND THE PRIBILOFS SUPPORT SJR 51 AND ADVOCATES ITS PASSAGE. GIVING PREFERENCES TO DOMESTIC SHIPPERS WILL AID COASTAL COMMUNITIES BY INCREASING THE VALUE/ADDED THAT COMES ON SHORE. THIS TRANSLATES DIRECTLY INTO MORE JOBS AND AN INCREASE IN LOCAL RETAIL TRADE

ZIP: 99501

POMID: 03154759  
DATE: 01/20/88  
TIME: 15:47:59  
LIONAME: ANCHORAGE LIO

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COGHILL  
DUNCAN  
ELIASON  
FISCHER  
ZHAROFF  
FANNING

RESOLUTION NO. 88-2

A RESOLUTION OF the Port Commission of the Port of Tacoma, Washington, regarding the Groundfish Fishery Management Plan for the Bering Sea and the Gulf of Alaska.

WHEREAS, the 200-mile Exclusive Economic Zone (EEZ) was established to encourage the development of the domestic fishing industry; and

WHEREAS, the Magnuson Fishery Conservation and Management Act is intended to stimulate new jobs and new sales for the domestic fishing industry; and

WHEREAS, regulations adopted under the Magnuson Act define the term "fishing" to include the "transferring or transporting of fish or fish products" and other support activities; and

WHEREAS, more than 500 foreign flag vessels spent 34,000 vessel days operating in the United States EEZ in 1986, but used only marginal amounts of United States shipping capacity and other support services; and

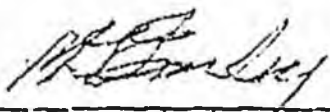
WHEREAS, in 1986, more than 5,000 vessel-to-vessel at-sea transshipments were made involving frozen fish and meal products by foreign vessels, amounting to 1,200,000 metric tons of fish product; and

WHEREAS, value-added activities involving processing, transportation, cold storage, fuel bunkering, provisioning, and ship repair will benefit Alaska communities through increased employment, improved infrastructure, and additional tax revenue; and

WHEREAS, domestic fishery support firms should have the opportunity to service these needs to the greatest extent possible, as intended by this Magnuson Act.

NOW, THEREFORE, BE IT RESOLVED BY THE PORT COMMISSION OF THE PORT OF TACOMA that the Port of Tacoma Commissioners strongly urge the North Pacific Fishery Management Council to amend the 1980 groundfish fishery management plan for the Bering Sea and the Gulf of Alaska to include a support services priority for American carriers and bulk fuel suppliers servicing foreign processing vessels in the United States Exclusive Economic Zone.

ADOPTED by a majority of the members of the Port Commission of the Port of Tacoma at a regular meeting held on the 14th day of January, 1988, a majority of the members being present and voting on this resolution and signed by its President and attested by its Secretary under the official seal of said Commission in authentication of its passage this 14th day of January, 1988.

  
President of the Port Commission  
of the Port of Tacoma

SJR

57

# Alaska State Legislature



SENATOR  
ARLISS STURGULEWSKI

Chairman, Senate Community and Regional Affairs Committee  
Vice-Chairman, Senate Judiciary Committee  
Member, Senate Resources Committee

2957 SHELDON JACKSON STREET  
ANCHORAGE, ALASKA 99508

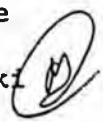
Write to Jensen  
P. O. BOX V  
JUNEAU, ALASKA 99811  
(907) 463-3818

## Senate

MEMORANDUM

February 2, 1988

TO: Senator Jack Coghill, Chairman  
Senate Resources Committee

FROM: Senator Arliss Sturgulewski 

RE: SJR 57 Relating to foreign fishing in the international water of  
the Bering Sea.

There is a need for immediate action by the U.S. to protect the fisheries resources of the 200-mile zone off the coast of Alaska.

The area of international waters between Alaska and the Soviet Union known as the "Donut Hole" is subject to unlimited and uncontrolled harvesting which may be detrimental to fish stocks within the 200-mile zone.

This resolution calls upon the federal government to take a number of initiatives including negotiation with the Soviet Union, increased enforcement, and increased observation to protect the fisheries resources of the U.S. and Alaska.

The North Pacific Fisheries Management Council members are scheduled to go to Washington D.C. at the end of February to encourage action and passage of this resolution would support their efforts.

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: SJR 57  
PUBLISH DATE: \_\_\_\_\_

FISCAL NOTE

REQUEST:

Revision Date: February 5, 1988 Agency Affected: Commerce & Econ. Dev.  
Title: Foreign fishing in the interna- BRU: Division of Business Development  
tional water of Bering Sea  
Sponsor: Sturgulewski Components: \_\_\_\_\_  
Requester: \_\_\_\_\_

EXPENDITURES / REVENUES : (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-			

CAPITAL	-0-	-0-	-0-			
---------	-----	-----	-----	--	--	--

REVENUE	-0-	-0-	-0-			
---------	-----	-----	-----	--	--	--

FUNDING: (Thousands of dollars)

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

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary.)

No fiscal impact on this department

Prepared by: Paul Peyton, Project Manager  
Division: Business Development

Phone: 465-2162  
Date: February 5, 1988

Approved by Commissioner: J. Anthony Smith  
Agency: Department of Commerce and Economic Development

Date: 2/8/88

Distribution (by preparer):

Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)

page \_\_\_\_\_ of \_\_\_\_\_

07850-3/020888a

# Fish group wants government to eat 'doughnut hole'

By STAN JONES  
Daily News reporter

The group charged with managing high seas fishing in the North Pacific may ask Uncle Sam to swallow the so-called "doughnut hole" in the Bering Sea.

The North Pacific Fishery Management Council is scheduled today to consider recommending that the United States extend its fisheries jurisdiction westward to the 1867 Convention Line, established when America bought Alaska from Russia.

That would take in the doughnut hole, a 4,500-square-mile triangle of ocean that is outside both the U.S. 200-mile limit and Russian jurisdiction. The area is international waters and foreign vessels may fish there, although they are banned from doing so in more fertile U.S. waters south, east and north of the hole.

Under the proposal to come before the management council today, the hole would become U.S. waters, from which foreigners could be excluded at will.

The doughnut hole has come up repeatedly at the council's Anchorage meeting this week, because American

fishermen believe that Japanese and other foreign vessels, operating under cover of darkness or cloud, slip from the doughnut hole into adjacent U.S. waters, poach U.S. fish, then report them as having been taken legally in the hole.

The council, in addition to seeing a videotape of foreigners allegedly fishing in U.S. waters, heard from Mayor Paul Fuhs of Unalaska. He presented a report that seemed to show that more fish are being shipped out of the Bering Sea than were reported as being caught, lending further weight to the charges of foreign poaching.

If the council does recommend that the United States take over the doughnut hole, it could set the stage for complicated national and international politicking.

The first step would be an act of Congress asserting U.S. jurisdiction.

Because international sea law does not provide for fisheries jurisdiction beyond 200 miles, "We would have to go out and negotiate with foreign countries to exert our jurisdiction out there," said Robert Ford, a U.S. State



See Page C-6, HOLE

Anchorage Daily News map/Dee Boyles

ANCH DAILY NEWS  
1/22/88

## HOLE: Group wants boundary to be extended

Continued from Page C-1

Department fisheries officer and a non-voting member of the management council. The countries that now use the hole include Japan, South Korea, China and Poland, Ford said.

Such unilateral assertions of jurisdiction are rare, but not unheard of, he said. One example was Libya's claim of jurisdiction over the Gulf of Sidra a few years ago, a claim rejected by the United States.

Extended jurisdiction is at the top of a long list of suggestions for ending foreign fishing violations that the council will consider adopting as formal recommendations to the federal government today.

Others include increased Coast Guard surveillance and patrol activity, increased enforcement against foreign violators by their own governments, prohibiting countries whose vessels poach from entering into joint ventures with American fishermen, and stationing U.S. observers on foreign ships in the doughnut hole.

The State Department, meanwhile, on Thursday asked Japan to allow American inspectors to board Japanese trawlers to search for evidence the ships had been fishing illegally inside the U.S. zone.

# Fishery council asks crackdown on foreign fleets

Daily News staff and wire services

The North Pacific Fishery Management Council Friday requested a wide-ranging federal crackdown on foreign fishing fleets that allegedly illegally fish within the U.S. 200-mile zone off Alaska.

In drafts of three letters to the departments of State, Commerce and Transportation that it approved, the council asked for:

- Increased Coast Guard and new Navy surveillance of foreign fishing fleets operating in or near the 200-mile limit off the Aleutian Islands.

- Commerce Department approval of a new regulation requiring foreign processing ships that operate in the U.S. zone to also carry federal observers when operating in the "doughnut hole," a swath of international waters of the Bering Sea. U.S. fishermen think that area is used as a staging ground for fishing raids into U.S. waters.

- State Department consideration of annexing the 4,500-square-mile doughnut hole as part of U.S. territorial waters.

- A federal investigation of reports that much of the fish shipped out of the U.S. zone by foreign processors is not accounted for in federal catch data.

See Back Page, FISHING



# City wants Fink, partner

## Mayor says partnership has been delayed

By DAVID POSTMAN  
Daily News reporter.

For a year and a half, city building officials have been trying to get Mayor Tom Fink and his partners to tear down an abandoned Spenard motel that until this week was home to a vagrant keeping warm with bootlegged electricity.

The motel was closed by a 1986 fire. Since then, one of the mayor's partners has fought

off efforts to force down buildings and ship has frankly been Friday. "No question In November, the city building is on the verge of ordering Motel.

But Fink's business

# Well-made to break down: Design cuts plastic blight

By THOMAS H. MAUGH II  
Los Angeles Times

The ideal plastic Big Mac container, foam coffee cup or disposable diaper, experts say, should be a lot like Oliver Wendell Holmes' "wonderful on 'noss shay," which ran perfectly for 100 years before it fell apart in one brief moment of chaos.

For example, the foam cup should keep coffee warm until it is empty, then disintegrate into thousands of microscopic pieces, whether in a trash container or on the roadside.

Alas, the cup is better built than the shay. It will last for 100 years, and then it will last

for another 100 and another 100. Sunlight won't age it, wind and rain won't weaken it, bacteria won't eat it. The abandoned plastic cup and its kin will persist virtually forever, a blot on the landscape, a hazard to wildlife who eat it or get entangled in it.

But that situation may change soon. Spurred by aesthetic and environmental concerns as well as political pressures, a handful of companies are beginning to produce plastics that are, in effect, booby-trapped so that they can be broken down by sunlight or bacteria.

See Back Page, PLASTIC

## weather



Mostly cloudy today with high in the low 30s. Light south winds.

Partly cloudy tonight. Low in the teens with light north winds. Cloudy Sunday. High in the mid-20s.

High Friday.....	39
Low Friday.....	27
9 p.m. temperature.....	29
Humidity.....	85%
Barometer.....	29.50
Normal high Jan. 22.....	21
Normal low Jan. 22.....	8
Record high Jan. 22 (1945)....	45
Record low Jan. 22 (1952)....	-24

STATE, NATIONAL  
WEATHER FORECASTS  
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ANCHOR NEWS 1/23/88

## R deal alive

*Nobody's made any decisions. These trades represent an option that warrant a further look — and that's what we are going to do.*

— Bill Horn

issue with Horn's evaluation, saying that there is no threat of development on the lands the Natives would be giving up.

"As such, these inholdings would be considered to be low priority candidates for acquisition under any proposal," it said.

Horn said the agreement the department reached with the budget office is that Interior officials will proceed with preparation of a legislative environmental impact statement concerning the exchanges.

That will be followed, after close consultation with the budget office, with a recommendation later this year by Hodel.

Nonetheless, the intervention by the budget office was seen as giving further credence to the state's objections and most likely will fuel congressional criticism.

The House already has adopted legislation prohibiting the Interior Department from implementing the land trades administratively and similar legislation is pending before the Senate.

Continued from Page A-1

The council's action Friday follows a new series of allegations that Japanese and other foreign vessels, operating under cover of darkness or cloud, have repeatedly slipped from international waters of the Bering Sea to poach bottom fish in U.S. waters north of the Aleutian Islands.

"It's a sign of the seriousness of the problems we have in that area," said Jim Branson, the council's executive director. "We need to stop the bleeding of our resource that seems to be happening."

Japanese government officials have said they are investigating the alleged violations.

The 15-person council helps the government manage the resource and allocates catches to competing fishery groups.

Foreign fleet representatives have told the council their boats catch 1 million metric tons of fish in the international zone annually, a catch equivalent to nearly half the total quota allowed within U.S. waters.

Now, U.S. fishery managers think much of that foreign catch might have come from U.S. waters, Branson said.

U.S. processors claim that illegally caught fish are flooding seafood markets.

On Wednesday, council members reviewed a video that is being hailed as some of the strongest evidence to date of illegal fishing. The video, submitted by Ted Evans, executive director of the Alaska Factory Trawler Association, and Sam Hjelle, a trawler owner, showed seven foreign vessels allegedly fishing within U.S. waters.

The video also has prompted a strong reaction from Washington state's congressional delegation, whose constituents include most of the U.S. fleet that pursues bottom fish.

On Friday, the delegation asked the Reagan administration to draw up "stiff sanctions" for foreign trawlers caught fishing illegally in U.S. waters.

The delegation also asked the Reagan administration to increase Coast Guard surveillance of U.S. territorial waters in the Bering Sea.

All 10 members of the delegation signed a letter that was sent to Secretary of State George Shultz, Secretary of Commerce William Verity and Secretary of Transportation James Burnley.

The letter said that fish "indigenous to U.S. waters" are showing up in large quantities

for sale in Japanese markets and American fishermen have observed foreign trawlers in the U.S. fisheries zone.

"Although the U.S. Coast Guard has not detected illegal fishing off Alaska during this year, large numbers of foreign vessels have been sighted in the U.S. zone in areas where no foreign trawling is authorized," the letter said. "There is no reason other than fishing for these boats to be there."

The letter also raised the possibility that foreign vessels are equipped with sophisticated radar that can detect U.S. surveillance planes and ships up to 100 miles away.

"It seems to me quite apparent that it is deliberate and it is deliberate because it is so lucrative," Evans said in an interview when asked about illegal foreign fishing.

## PLASTIC: Molecular engineering serves to reduce the blight

Continued from Page A-1

The new degradable plastics have only limited uses so far: in one brand of trash bags and one out of three six-pack carriers in the United States, and in a small percentage of trash and grocery bags in Europe. But many other companies that already produce plastic packaging materials, bottles, diapers and similar products are testing degradable materials and may introduce such products later this year.

Environmentalists and others hope that the increased interest, along with new laws that limit ocean dumping, could at once significantly reduce the amount of plastic litter and the danger to wild-

"The irony is that most of this plastic is legally dumped by other vessels, who are fouling their own environment," said marine biologist James Coe, who is head of the National Oceanic and Atmospheric Administration's Office of Marine Entanglement. Commercial and fishing vessels around the world dump nearly 500,000 tons of trash each year, according to the National Academy of Sciences.

The impact on marine life is especially severe, Coe added. As many as 30,000 northern fur seals, more than 5 percent of the population, are killed each year by entanglement in plastic ropes, nets, and shipping bands. All seven species of marine turtles are

Much of the research on degradable polymers involves determining precisely the correct amount of additives required to achieve a particular product lifetime.

The prime example of this approach is the plastic carrier used for six-packs of soda and beer. Once discarded, the carriers can strangle animals and fish or entangle them in such a way as to prevent them from eating.

Since 1977, 11 states have mandated that the carriers be made of degradable plastics. Because of quirks in the distribution system, about a third of all states now receive drinks in degradable carriers.

"Common sense says this has to be helping the situa-

promise for packaging materials and disposable products such as diapers is made by mixing inexpensive cornstarch with conventional plastics — a technique pioneered by chemist Felix Otey of the U.S. Department of Agriculture's Agriculture Research Station in Peoria, Ill. The starch-plastic blend can be melted and molded into products just like pure plastic.

When a product made from the blend is discarded, the starch is eaten away by the bacteria and fungi that are ubiquitous in the soil and air. This weakens the plastic so that it breaks apart into small pieces.

"We can make a seedling pot that will break apart un-

# Fishing group: Foreign ships exceeding quotas

By GUY DARST  
Associated Press Writer

WASHINGTON—Foreign ships appear to have taken three times as much fish from U.S.-reserved waters off Alaska in 1986 than the quota for those waters, a fishing group claimed Friday.

However, a federal enforcement official said he was confident the group's figures were a large overstatement and he "wouldn't for a minute" agree with its conclusion.

Members of the Seattle-based Alaska Factory Trawlers Association said a survey of reports to the Commerce Department showed that foreign fishing vessels transferred 1.39 million tons of fish product from the 200-mile U.S. economic zone to freighters at sea for shipment to market.

Counting U.S. vessels and fish product from fish taken in international waters, 1.83 million tons of product was transferred.

By weight, 21 percent to 25 percent of the fish survives as product such as filets, so the figures mean 7.3 million to 8.2 million tons of fish were taken from the ocean, 5.6 million to 6.6 million tons by foreign vessels, said Sam Hjelle, a trawler operator and member of the association.

The quota, set by the department's National Marine Fisheries Service, was 2.2 million tons.

The figures were provided by Dutch Harbor Mayor Paul Fuhs, who hired an accounting firm to go through transfer reports radioed to the service by vessels at sea, said Hjelle and Ted Evans, executive director of the association. Fuhs did not appear at a news conference called by Hjelle and Evans.

"If this is not controlled you are going to have exactly what happened on the East Coast in the '50s and '60s, devastation of the resource," said Hjelle.

Foreign vessels fishing in the U.S. economic zone have U.S. observers aboard, but "There's only so much an observer can do," Evans said.

At the National Marine Fisheries Service, Steven Springer said the trawler group assumed that all transfers recorded for the U.S. 200-mile Alaska zone represented fish taken in the zone, but Soviet and Polish vessels typically make transfers there of fish caught off California, Oregon and Washington, and other vessels might well include Canadian-caught fish in those transfers.

There also is some double-counting of transfers from a "catcher boat" to a processing vessel and from the processing vessel to a freighter for shipment to market, said Springer. The accounting firm could not catch these because names of vessels involved and dates of transfers are deleted

from the public file as commercially confidential information, he said.

Finally, the 21 percent to 25 percent yield represents only processing into surimi—fake lobster, crab and other products. For other operations, where meal and oil are made from the non-filet waste, 38.5 percent "is about as low as you'll go," and 55 percent is possible sometime.

The higher percentages mean corresponding less fish taken from the ocean to make the "product" logged in the transfers.

"We recognize there are a number of schemes out there, even with observers on board, to underlog fish. But we wouldn't for a minute agree that, with 100 percent observer coverage, that the take is larger by a factor of three," said Springer.

Springer is special agent in charge of enforcement for the East Coast and Gulf of Mexico, a new position for which no counterpart has yet been appointed for Alaska or the Pacific Coast, he said. Nonetheless, he said he was familiar with Alaska matters.

Hjelle, Evans and Fuhs were in Washington to press for action against foreign ships they claim are illegally fishing in the zone. "We think the government is reacting," said Evans.

No foreign ships have permits this year for waters off Alaska. Evans showed a videotape that he and Hjelle made on Jan. 13 flying over ships north of the Aleutian Islands.

Near the Ulm Plateau, an underwater mound 35 to 40 miles inside the zone, seven ships were at work. Evans used the freeze-frame feature of the tape player to point out lines over the stern, and wake patterns he said indicated the crew was hauling in the net over the stern.

Numbers on five of the ships have identified them as Japanese. Two of the ships covered their numbers but are believed to have been Japanese because of their similarity to the others, he said.

On the flight back to the mainland, two more ships were spotted fishing two miles inside the zone, one Polish and one Korean, they said.

Evans and Hjelle were skeptical about a reported denial by two of the Japanese masters that they were fishing illegally when spotted.

"If they're 40 miles into our zone and they've got their nets out, they're definitely in violation," said Hjelle.

The Japanese government said in a preliminary report to the State Department that masters of two of the videotaped vessels have denied illegal fishing.

## Letter to the Editor:

# DANGER IN THE DONUT HOLE

Dear Editor:

The Americanization of the Bering Sea bottomfish industry is proceeding at a remarkable pace. American industry is fast closing the gap on foreign domination of the processing sector, much as U.S. harvesters have already done in their sector.

Before we congratulate ourselves, however, we need to take a hard look at where the foreign fishing effort we've displaced has gone. Out of our waters and away from our stocks, some would say. But recent data from the Japanese and other foreign fleets might prove this to be a hasty conclusion.

Much of the foreign fishing effort seems to have moved out into the international waters of the Bering Sea, to an area known as the donut. According to figures given the North Pacific Fisheries Management Council (NPFMC), foreign fishermen harvested almost one million metric tons of pollock in the donut this past year, with the Japanese alone taking over 700,000 tons. This means foreigners are taking almost as much pollock in the donut as the NPFMC allows U.S., joint venture and foreign harvesters to take in the entire Bering Sea management zone.

These catch figures were given to us by the governments involved. Given the past record of inaccuracies in foreign fishing data, who is to say exactly how much fishing really goes on out there? Besides the Japanese, there are Chinese, Polish and South Korean vessels that operate in the donut as well. And while we know little about the fishing effort, we know next to nothing about the composition of fish stocks in the 70,000 square-mile donut.

The composition of fish stocks in the donut will be the key to determining the impact this massive, unregulated fishery will have on American fisheries in the Exclusive Economic Zone (EEZ). It is quite possible that the pollock stocks of the donut and the U.S. EEZ are interrelated, which would mean that unregulated fishing in the donut could prove disastrous for the long-term health and management of the Bering Sea fisheries resource.

In December the NPFMC will consider recommendations to increase the allowable catch level for pollock

beyond last year's 1.2 million metric tons. If the NPFMC does not take the massive donut zone harvest into account when setting allowable catch levels for pollock in American waters, overharvesting may result. If stocks in the two zones turn out to be closely mixed, the resource could collapse. Such a collapse would come at a particularly bad time for the continued Americanization of the fisheries.

By raising the cap set in the management plan for the Bering Sea/Aleutian Islands, the NPFMC could increase the allowable catch level for a number of species, which could benefit some segments of the fishing industry. But the bulk of the increase would go to pollock. This would mean increased JVP (joint venture) and TALFF (directed foreign fishing) allocations, which in turn would reduce the percentage of U.S. processed fish on the market, reducing the influence American processors need to break into closed foreign markets. And if a collapse did come, it would hit in a few years, right when the multi-million dollar factory trawlers many American companies are building finally come on line.

The point is, we just don't know what the impact of fishing in the donut zone will be. Historically, we have found that unregulated fishing is destructive and leads to overharvesting of the common resource as individuals seek to maximize their returns. It was unregulated fishing by large foreign fleets that helped precipitate the Magnuson Act in the first place.

We should not ignore the warnings of the past. At the very least, we should consider ways to obtain observer coverage and comprehensive data for vessels operating in the donut, as well as conducting research to determine the composition of the stocks. The U.S. should also take steps to bring about the regulation or elimination of high seas fisheries in the donut. But until that time, it would seem prudent for the NPFMC to consider the possible impact of intensive fishing in the donut when setting catch levels for bottomfish in the U.S. EEZ.

"Given the past record of inaccuracies in foreign fishing data, who is to say exactly how much fishing really goes on out there?"

Earl Comstock  
Bering Sea Fishermen's Association

FBI 1/21/88

# Japan trawlers alleged to violate U.S. waters

The New York Times  
SEATTLE, Wash.—Federal officials meeting in Anchorage Wednesday began investigating evidence that foreign trawlers may have been fishing illegally in rich American waters off the Aleutian Islands in Alaska.

The officials were studying a videotape, taken last week in the Bering Sea, that apparently shows seven large foreign trawlers fishing 39 miles inside the 200-mile territorial limit north of the Aleutians.

State Department officials said four of the vessels in the videotape were registered in Japan. Several officials said U.S. representatives expressed "grave concern" to the Japanese Embassy in Washington on Friday. A spokesman for the Japanese Embassy said that the matter would be investigated and that any violators would be penalized.

If the incident is confirmed, it would represent the most extensive illegal intrusion into America fishing grounds in the Pacific since the 200-mile limit was put into effect 10 years ago. American fishermen have argued that illegal fishing by foreign vessels costs them up to \$650 million each year.

Sen. Frank Murkowski, R-Alaska, has protested to the Japanese government about the alleged fishing violations in the Bering Sea.

In a letter to Nobuo Matsunaga, Japanese ambassador to the U.S., Murkowski said several Japanese trawlers have been observed fishing within the American economic zone, where foreign operations are illegal.

"The location of these vessels bears out what many members of the United States fishing industry have believed for some time, that the Japanese vessels have been harvesting pollock not only in the international waters of the Bering Sea . . . but also in nearby areas within the U.S. economic zone," Murkowski wrote.

Coast Guard and American fishing industry officials have recently suspected that illegal fishing, mainly by Japanese traw-

lers, has been going on in the rich, shallow waters over an area called Ulm's Plateau. But they said they suspected that the boats usually slipped over the boundary at night or under the cover of low clouds to avoid detection by Coast Guard aircraft.

"We caught them red-handed," said Ted Evans, director of the Alaska Factory Trawlers Association, which represents about 3,000 bottom fishermen. Last week Evans, another fishing industry official, and two pilots flew over the area and videotaped seven foreign vessels with their nets out.

"If this is true, those vessels will be given severe penalties," said Yasuo Endo, fishing counselor for the Japanese Embassy. He said officials in Tokyo had begun an investigation.

At issue is the booming market in bottom fish like Alaskan pollock and cod, long harvested by the Japanese but ignored by America fishermen until recently. When the 200-mile limit was established, it took away much of the fishing grounds long used by the Japanese. In the last five years, the American bottom fish industry has grown tenfold, reflecting growing demand for Alaskan pollock, most of which is used to make artificial crab meat.

"We've got the best fishing grounds in the world in the Bering Sea and everybody knows it," Evans said. "The problem has been enforcement."

State Department officials said the national origin of three other large ships in the videotape could not be determined because their hull identification numbers were covered up, a violation of Coast Guard rules.

The 200-foot trawlers not only catch the fish but also process them in on-board factories. The fish products are then sold to international markets, including the United States. The vessels often remain at sea for months.

2/27/88

# Anchorage Daily News



Winner, 1976 Pulitzer Prize Gold Medal for Public Service

Gerald E. Grilly  
Publisher

Howard Weaver  
Managing Editor

Michael Carey  
Editorial Page Editor

Katherine Fanning, Editor and Publisher 1971 to 1983  
Lawrence Fanning, Editor and Publisher 1967 to 1971

Founded In 1946 by Norman C. Brown

Frank

## Protecting the fish and the fishermen

American fishermen apparently have clear and convincing evidence that foreign trawlers have been operating illegally in U.S. waters. Videotape of seven ships — four Japanese, three unidentified — 39 miles inside the 200-mile limit north of the Aleutians seems to provide incontrovertible proof of the illegal activity.

Quite rightly, the U.S. fishermen want the violators punished and not just with the rather minor 90-day confinement to port provided by Japanese law. Foreign fishermen who enter U.S. waters threaten American fishermen's livelihood — and the health of fish stocks that are the basis for the billion dollar bottomfish industry.

Washington should make it clear to the Japanese that such intrusions will not be tolerated, perhaps by proposing stiff new penalties for documented violations. Banning foreign violators from joint ventures with American fishermen is a potent example of what could be done.

The federal government also should fund improved Coast Guard surveillance in the Bering Sea. The waters along Alaska's coast deserve protection in the national interest -- and only Uncle Sam can do the job.

But laying down the law to Japan and tougher enforcement may not be the only measures needed to protect U.S. fishermen and the fish.

The history of big-time fishing is replete with stories of boom and bust. The bottomfish industry is booming today but will bust if improperly managed. The North Pacific Fishery Management Council is attempting to keep catches well below maximum sustainable yields, but does it have enough biological information to guarantee such protection? Is its management system adequate to ensure a steady harvest?

If the Japanese are poaching in U.S. waters they should be disciplined. But U.S. fishery managers must remain ever vigilant to the dangers of over-fishing even if the Japanese toe the line



Suite 601  
301 W. Northern Lights Boulevard  
Anchorage, Alaska 99503

Office: 907/279-1411  
Direct dial:

January 26, 1988

Mr. Paul Fuhs, Mayor  
City of Unalaska  
Unalaska, Alaska 99685

Dear Paul:

#### FOREIGN VESSEL TRANSSHIPMENT DATA IN THE BERING SEA

The purpose of this letter is to provide information about the statistical data compiled by Ernst & Whinney concerning the transshipment by foreign flag vessels of processed fish cargos originating in the U.S. EEZ in the Bering Sea for calendar year 1986.

#### BACKGROUND

As you know, accurate data regarding at-sea transshipment by foreign flag fleets operating in U.S. waters of the Bering Sea has not been available. Ernst & Whinney's Anchorage office obtained copies of radio messages received from foreign vessels transshipping cargo in the U.S. EEZ from the National Marine Fisheries Service Enforcement Division (NMFS) office in Juneau, Alaska. Under U.S. law, all transshipments of cargo in the EEZ that involve a foreign vessel must be reported by radio to NMFS Enforcement Office.

The radio messages contain the following information about each transshipment:

- \* vessel radio call sign
- \* vessel name and national registry
- \* date
- \* time
- \* latitude and longitude
- \* EEZ fishing area
- \* species of fish
- \* number of metric tons transshipped and product type (e.g. meal, oil, fillets)

Mr. Paul Fuhs, Mayor

January 26, 1988

## TOTAL TRANSSHIPMENT TONNAGE

The purpose of compiling the transshipment data was to determine the amount of processed bottomfish products being transshipped from the U.S. EEZ by foreign flag carriers. The total transshipment tonnage reported in the radio message logs for 1986 exceeded 1.2 million metric tons. This amount is far in excess of what the harvest tonnages would indicate using rough estimates of yield by species and product type. Also, the total transshipment tonnage amount does not include processed product that leaves the U.S. EEZ in the holds of foreign processors when they depart to return to their mother countries.

## RADIO MESSAGE LOG DATA

As stated in the preceding section, we relied upon NMFS radio message logs to develop the total transshipment tonnage figure. Many of these radio message logs contain inaccurate data elements including inaccurate latitudes, longitudes, product types, species, etc. The errors are of an obvious nature and would be evident to any person reviewing the logs. A reasonable conclusion would be that NMFS Enforcement Division does not use this information in any of its enforcement activities notwithstanding the fact that this type of information provides an additional method to verify and substantiate catch levels.

Very truly yours,



Ray Benish  
Senior Manager

RB:csd

### Metric Tons Transshipment By Country

<u>Country</u>	<u>Tons</u>	<u>% T</u>
Japan	657,107.	52
USSR	284,119.	23
Korea	237,207.	19
Poland	77,626.	6
China	<u>4,882.</u>	<u>-</u>
Total	1,260,941.	100

### Tonnage By EEZ Fishing Area

<u>Fishing Area</u>	<u>Tons</u>	<u>% T</u>
50	2,220.	-
51	925,860.	73
52	259,440.	21
53	2,294.	-
54	33,464.	3
61	25,786.	2
62	11,463.	1
63	<u>414.</u>	<u>-</u>
Total	1,260,941.	100

### Transshipment Tonnage By Specie

<u>Specie</u>	<u>Metric Tons</u>	<u>% T</u>
Other Flounders	104,086.	8.0
Atka Mackerel	19,068.	1.0
Other Species	2,681.	.5
Polloack	742,875.	59.0
Pacific Cod	51,639.	4.0
Pacific Hake	7,054.	.5
Yellowfin	171,240.	14.0
Unspecified	<u>162,298.</u>	<u>13.0</u>
	1,260,941.	100.0

Species recorded as less than 2,000 metric tons were: Greenland turbot, Pacific herring, squid, sablefish, arrowtooth flounder, Pacific halibut, shortspine thornyhead, Pacific Ocean perch, and rockfish. The total reported tonnages for these species amounted to 2,421 metric tons. For reporting purposes, this tonnage was classed as unspecified.

The following product types were reported for tonnage.

### Transshipment Tonnage By Product Type

<u>Product</u>	<u>Metric Tons</u>
Canned Meat	2,072
Fillets, with skin/two per fish	62,754
Fillet, one-piece (butterfly) with skin	1,376
Fillet, without skin/two per fish	27,652
Gutted only	7,164
Headed only	3,337
Headed & Gutted	190,130
Fish Meal	136,404
Other Product	1,592
Roe, separate from remainder of fish	15,761
Flounder Steaks - diagonal cut from midsection of fish	564,366
Surimi: Frozen minced fish product	38,516
Tucza: heads, guts, fins, tail and portions of the belly flap	

removed (Poland)	16,027
Whole Fish	191,890
Other - Less than 1,000 mts reported	<u>1,900</u>
Total	1,260,941

Product types with less than 1,000 metric tons reported:

- gutted and gilled
- heads separate from remainder of fish
- headed, gutted, and tails removed
- intestinal organs separate from remainder of fish
- Otoshimi: frozen minced fish product (Japan)
- pectoral collars separate from remainder of fish
- flounder pieces - from midsection of fish
- Tara Shimiku - frozen minced product (Japan)

# HOUSE COMMITTEE REPORT

(9)

Date referred: 2/11/88

FURTHER REFERRALS:

DATE: 2-19-88

The Resources Committee has considered CSSJR 57(Res)

Relating to foreign fishing in the international water of the Bering Sea.

**RECOMMENDS:**

- replace with \_\_\_\_\_  the same title
- attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

**ADOPTS:**  \_\_\_\_\_ letter of intent

**ATTACHES NEW FISCAL NOTE(s):**

- fiscal impact  same as previous fiscal note published \_\_\_\_\_
- zero fiscal note  same as previous zero fiscal note published \_\_\_\_\_
- zero with analysis

**SIGNING DO PASS:**

Adelheid Herman  
Jan Gutz  
Lynn Hoff  
Bill Davidson  
Mike W. ...  
Mike ...  
Mike ...  
Mike ...  
Mike ...

**SIGNING OTHER RECOMMENDATIONS:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Adelheid Herman  
 Chairman's signature

SJR

61

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_ Agency Affected: \_\_\_\_\_  
 Title: Requesting the Government of the US BRU: \_\_\_\_\_  
to reassert jurisdiction over Wrangel Island...  
 Sponsor: Fischer Components: \_\_\_\_\_  
 Requestor: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Senate State Affairs Committee Phone: 465-4522  
 Division: \_\_\_\_\_ Date: \_\_\_\_\_  
 Approved by Senator Mitch Abood Date: 2-19-88  
 Agency: Senate State Affairs Committee

Distribution (by preparer):  
 Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

THIS IS FROM A U.S. STATE DEPT.  
BRIEFING PAPER ABOUT WRANGEL ISLAND  
CLAIMS. PROVIDED BY GOV'S D.C. OFFICE.

SCR 61?

The islands in question are Wrangel (sometimes spelled Wrangell), Herald, Bennett, Henrietta and Jeannette. Wrangel and Herald are located in the Chukchi Sea, approximately 85 nautical miles north of Siberia, 300 nautical miles west of continental Alaska, and 200 nautical miles west of the line established by the 1867 U.S.-Russia Convention ceding Alaska. Bennett, Henrietta and Jeannette are located approximately 500 nautical miles farther northwest, in the East Siberian Sea near the East Siberian Islands. We have no reliable information concerning natural resources on or in the vicinity of the islands nor any evidence of oil reserves existing there. So far as we are aware, no U.S. energy firms have conducted seismic research on or near the islands, in part because they are located in such remote areas. Enclosed is a map showing the location of the islands.

Allegations that the United States is engaged in a "give-away" of these islands are unfounded. Each of the islands was formally claimed by Russia in 1916 and by the U.S.S.R. in 1924 and 1926. Wrangel, the largest, has been occupied by the Soviets since 1924. Extensive research has produced no evidence of U.S. protests of the Russian or Soviet claims to the islands or of the Soviets' occupation of Wrangel since 1924. Although American citizens were involved in the discovery and exploration of several of the islands and attempted to claim them for the United States -- and despite the listing of several of the islands in some early publications such as the U.S. Geological Survey's 1906 Dictionary of Alaska -- there is no evidence that the Government of the United States ever formally asserted a claim to any of these islands.

Wrangel Island was first sighted in 1849 by the crew of a British ship which had landed on Herald, but the first landing on Wrangel did not occur until 1881. While searching for the missing U.S. Navy vessel Jeanette, U.S. Revenue Cutter Service (Coast Guard) Captain C.L. Hooper of the U.S. vessel Corwin briefly landed on Wrangel and reportedly raised the American flag and purported to claim the island for the United States. Later that year, the crew of another U.S. vessel spent several weeks on Wrangel exploring and mapping it. The crew of a Russian vessel landed on the island in 1911, surveyed part of it and erected a beacon which served as an astronomical positioning station. This visit led to the assertion of a formal claim to Wrangel by the Russian government in 1916. The Russian claim was communicated to the U.S. Government, which made no substantive response. In 1914 Arctic explorer Vilhjalmur Stefansson led a Canadian expedition to Wrangel and purported to claim it for the British empire. Stefansson undertook several more expeditions to the island in the early 1920's in an effort to establish Canadian or, failing that, British sovereignty, but neither government ever asserted a claim.

-2-

The Soviet Union sought to assert sovereignty over Wrangel Island in 1922 by vigorously protesting Stefansson's expedition and the intrusion into Soviet waters of the expedition's relief vessels, which had departed from U.S. ports. The Soviets protested to both the U.S. and the U.K., informing them that Wrangel was a Soviet possession and denying both U.S. and British sovereignty over the island. In 1924 the Soviet government formally asserted a claim to Wrangel by diplomatic note to the U.S. and other countries. Extensive research has failed to produce any evidence of a U.S. reply to this note. The crew of a Soviet vessel landed on the island in August 1924 and raised the Soviet flag. The Soviet government reasserted its formal claim to Wrangel in 1926 by decree to the U.S. and other countries. The Soviets have occupied it since 1924, with no evidence of any protest by the U.S. government.

Several months prior to the Soviet landing in 1924 an Alaskan company, Lomen Bros., reportedly purchased whatever rights Stefansson had acquired in Wrangel Island. In response to a request for the U.S. view on the question of the island's sovereignty, the Acting Secretary of State replied that the Department of State declined to express an opinion on the status of Wrangel and refrained from expressing approval or disapproval of Lomen's proposed commercial venture. When the Soviets landed on Wrangel in 1924 they removed the 14 members of the last Stefansson expedition -- one U.S. citizen and one Canadian and 12 Alaskan Eskimos -- and confiscated their personal property. Lomen Bros., Stefansson's successor in interest, sought compensation for the confiscated personal property, for which it received an award from the Foreign Claims Settlement Commission in 1959.

As indicated above, the crew of a British ship discovered and landed on Herald Island in 1849. The crews of U.S. vessels landed there in 1855 and 1881, but reportedly did not attempt to claim it. The Russian government formally asserted a claim to Herald in 1916 when it formally claimed Wrangel, as did the Soviet government in 1924 and 1926. Crews of Soviet vessels landed on Herald and raised the Soviet flag in 1926 and again in 1934. In 1924 there were press reports that two U.S. citizens had landed on Herald and purported to claim it for the United States. In response to a 1926 Congressional inquiry into this expedition, the Department of State said it was not prepared to make a statement regarding the status of Herald.

Bennett and Henrietta islands reportedly were first discovered in 1881 by the crew of the Jeannette under U.S. Navy Commander G.W. DeLong. Apparently it also sighted Jeannette island, but did not land on it. Crews of several Russian ships reportedly landed on Bennett in 1901 (and stayed for over three months) and again in 1913. The Russians attempted to survey

-3-

Henrietta and Jeannette in 1914, but failed to reach them. At the same time the Russian government formally claimed Wrangel and Herald in 1916, it also asserted formal claims to Bennett, Henrietta and Jeannette, as did the Soviet government in 1924 and 1926. A Soviet vessel reportedly visited each of these islands in 1937 and raised the Soviet flag on Henrietta and Jeannette. In 1956 a Soviet expedition reached Bennett by air and remained there for three to five months.

Under international law, discovery itself is not sufficient to establish a right of sovereignty over or valid title to territory not already under the sovereignty of a country. Instead, discovery is generally considered to give rise only to an inchoate claim that temporarily bans the establishment of dominion by another country until the discovering country has had a reasonable opportunity to occupy and possess the territory. Discovery by a national of a country does not suffice to create even an inchoate claim. The nation itself, rather than its nationals, must manifest the intention to establish dominion. To establish definitive territorial sovereignty, discovery must be combined with effective occupation by which the claimant nation exercises the actual, continuous, and peaceful display of the functions of a state over the territory.

The negotiations to which reference is often made are apparently the United States' discussions with the Soviet Union concerning the maritime boundary between the two countries. The sovereignty of Wrangel, Herald, Bennett, Henrietta and Jeannette islands has not been raised as an issue in these discussions.

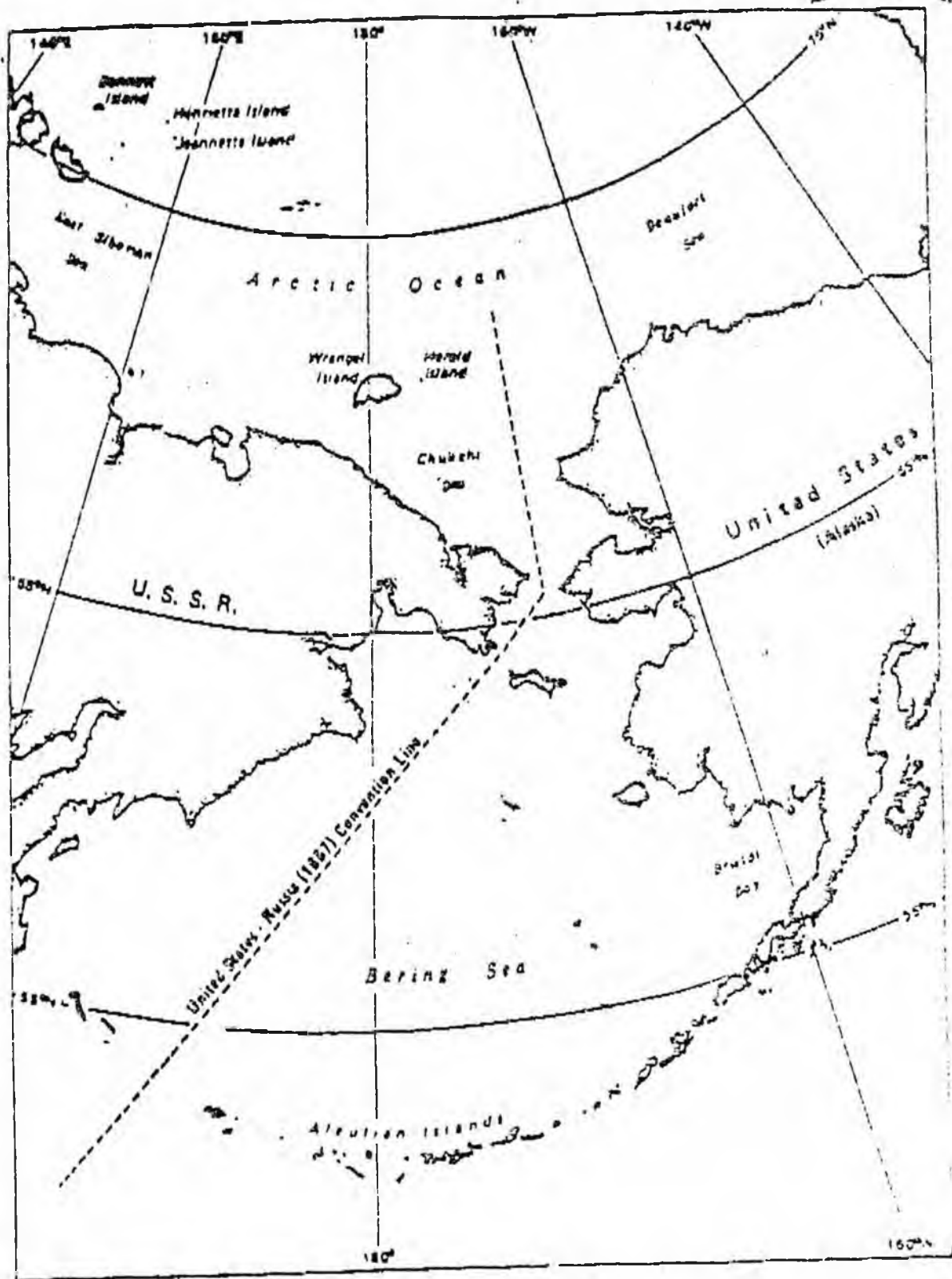
The United States regards the line established by the 1867 U.S.-Russia Convention Ceding Alaska as our maritime boundary with the U.S.S.R. for the purpose of defining jurisdiction over maritime resources, including fisheries and continental shelf resources. Following the establishment in 1977 of 200-nautical-mile fisheries zones by the United States and the Soviet Union, differences concerning the depiction and application of the 1867 Convention line became apparent. Until 1977, most of the Convention line lay beyond the limits of offshore maritime jurisdiction claimed by the United States and the Soviet Union, and most of the continental shelf over which the Convention line runs was beyond the limits of exploitability. The establishment in 1977 of 200-mile fisheries conservation zones revealed conflicting depictions of the Convention line. The United States depicts the line by arcs of great circles, the shortest distance between two points on the earth. The Soviet Union depicts the line by rhumb lines, lines of constant direction used mainly by mariners. This difference results in areas in the Bering Sea over which both countries claim maritime resource jurisdiction.

-4-

As authorized by the President, the United States has had eight rounds of discussions with the Soviet Union since 1981, the latest in early October 1987, for the purpose of resolving differences in the interpretation and application of the 1867 Convention line. U.S. participation in these talks has involved extensive coordination with all concerned agencies of the Executive branch, including the Departments of Interior, Defense, Commerce (NOAA), Transportation (Coast Guard) and Energy, as well as consultations with the interested Committees and Delegations of the Congress and the Governor of Alaska's Office.

A number of issues remain to be resolved in our discussions with the Soviet Union, including the form of any future agreement. We will continue to consult closely with Congress on the progress of these talks.

As with any diplomatic discussions with another government, we do not believe it appropriate to comment publicly in detail on the substance of these discussions with the Soviets. However, we can say that our position in these talks furthers the full range of U.S. interests, including maximizing our exclusive economic zone and continental shelf resource interests. During October 1986 discussions, each side informed the other of its willingness and intention not to take enforcement action against vessels of the other country fishing in disputed areas in the Bering Sea in which fisheries enforcement incidents had occurred, and each side informed the other that it would not permit third country vessels to fish in these areas. Also, despite our boundary differences with the Soviet Union the U.S. outer continental shelf leasing program has proceeded in the Navarin Basin in the Bering Sea. Special procedures were established in 1984 to put the highest bids in the disputed area into interest-bearing escrow accounts.



SJR

62

# HOUSE COMMITTEE REPORT

(9)

Date referred: 4/27/88

FURTHER REFERRALS: Finance

DATE: 5-3-88

The Resources Committee has considered SJR 62

~~Requesting the United States Coast Guard to continue operation of VHF FM distress signal repeater stations~~

Relating to making state facilities and national parks in Alaska accessible to visitors.

**RECOMMENDS:**

- replace with HCS SJR 62 (Hess)  the same title
- attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

**ADOPTS:**  \_\_\_\_\_ letter of intent

**ATTACHES NEW FISCAL NOTE(s):**

- fiscal impact
- zero fiscal note
- zero with analysis
- same as previous fiscal note published 3-28-88
- same as previous <sup>2</sup>zero fiscal note published 3/9/88

**SIGNING DO PASS:**

[Signature]

[Signature]

Cliff Davidson

Kenneth Springer

Jan Carl

**SIGNING OTHER RECOMMENDATIONS:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

[Signature]

Chairman's signature

FISCAL NOTE

REQUEST: \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: Making state facilities  
and parks accessible to visitors  
Sponsor: Senator Faiks  
Requestor: Senate Finance Committee

Agency Affected: Dept. of Commerce  
BRU: Tourism  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS		35.0				
MISCELLANEOUS						
TOTAL OPERATING		35.0				

CAPITAL						
---------	--	--	--	--	--	--

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

FUNDING: (Thousands of Dollars)

GENERAL FUND		35.0				
FEDERAL FUNDS						
OTHER						
TOTAL		35.0				

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

These funds shall be awarded as a grant by the Division of Tourism to promote Alaska as a tourism destination for the physically challenged.

Prepared by: *Rick Halford* Phone: 465-4958  
Division: Senator Rick Halford, Co-chairman Date: March 28, 1988  
Senate Finance Committee

Approved by Commissioner: \_\_\_\_\_ Date: \_\_\_\_\_  
Agency: \_\_\_\_\_

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: SJR No. 62  
PUBLISH DATE:

REQUEST: FISCAL NOTE

Revision Date:  
Title: Relating to making state facilities and national parks  
accessible  
Sponsor: Faiks  
Requestor

Agency Affected: DOT&PF  
BRU:  
Components: Engineering &  
Operations Standards

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (THOUSANDS OF DOLLARS)


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

POSITIONS:


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

ANALYSIS: (Attach a separate page if necessary)

The department fully supports and endorses this resolution. See attached analysis sheet for assumptions and further discussions

Prepared by:   
Rod Wilson, Design Mngr. II  
Division: Engineering and Operations Standards

Phone: 465-2951  
Date: 3/4/88

Approved by Commissioner:   
Agency: Department of Transportation and Public Facilities

Date: 3/4/88

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)

**Fiscal Note Analysis For:**

Resolution No. 62 pertaining to handicapped accessibility to national parks and visitor facilities.

**Prepared by:**

Rod Wilson, Engineering and Operations Stnds., DOT&PF  
3/3/88

Assumptions concerning construction costs:

- (1) It is assumed that all, accessibility improvements to national parks in Alaska shall be funded from federal sources.
- (2) Special funding for accessibility improvements to state owned parks and tourist oriented facilities is not anticipated under the scope of this resolution.
- (3) It is assumed that all accessibility improvements to state owned or leased facilities will occur in conjunction with otherwise funded construction or maintenance activities.

Discussion concerning the examination of ways to improve access:

With the passage of SB 118 by the Legislature in 1987 the Department of Transportation and Public Facilities was authorized to :

"...determine the extent of, and adopt regulations setting the standards for access to and use of the public building or facility...if the standards...are not provided for in federal law, regulation, or standards."

In response, the department has developed draft regulations, conformance procedures, and design criteria applicable to (among other facilities) boat harbor and docking facilities, public trails, parks and playgrounds, campgrounds and picnic areas, ski facilities, safe water facilities, and documents available to other agencies that design recreation facilities such as the Division of Parks, Department of Natural Resources.

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: SB-JR 62  
PUBLISH DATE: \_\_\_\_\_

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_  
Title: SJR 62 Relating to making State facilities available to visitors.  
Sponsor: Falks  
Requestor: Senate WESS

Agency Affected: Natural Resources  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	-0-	-0-	-0-	-0-	-0-	-0-
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

An examination of state facilities for visitor accesibility may have fiscal impact; however, passage of this resolution will have no fiscal impact.

Prepared by: Lawrence E. Ostrovsky Phone: 465-2400  
Division: Commissioner's Office Date: 3/7/88

Approved by Commissioner: Denise Gorsuch Date: 3/7/88  
Agency: Department of Natural Resources

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)



March 23, 1988

Senator Rick Uehling  
Pouch V  
Juneau, AK 99811

Dear Senator Uehling:

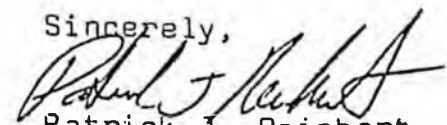
Attached you will find a letter of support for Senate Resolution #62, "Relating to making state facilities and national parks in Alaska accessible to visitors." Also attached is a detailed budget of how Challenge Alaska would spend a \$35,000 grant for the promotion of tourism for the physically challenged. This grant would be made available through the Division of Tourism. I recently had discussions with Mr. Hugh Gellert, Director of the Division, and he is very supportive of our initiative.

Originally, we had combined this request with an existing contract with State Parks. Presently, we are in the Governor's budget under Parks at the \$35,000 level. These funds help support Challenge Alaska recreation activities for disabled Alaskans. We have asked for an additional increment of \$25,000 from Parks to support recreation activities in the Fairbanks area. Your support of this request is appreciated by all those disabled Alaskans who benefit from our program.

As you will notice, the funding we requested for visitor promotion is only 75% of the project budget. Challenge Alaska is committed to the project, and we will demonstrate this commitment by raising the additional funds through service contracts, workshop fees, and donations from private industry. We have also been very successful in raising funds for the activities we provide to disabled Alaskans. You should know that the grant provided by State Parks is less than 25% of our total activity budget.

We have a unique opportunity in Alaska to develop a truly accessible visitor industry. I believe you recognize this fact. I want to thank you for your support of Challenge Alaska and being sensitive to the needs of the physically challenged visitor.

Sincerely,

  
Patrick J. Rainhart  
Executive Director



Attachments: Physically Challenged Visitor Promotion Budget  
Letter of Support for SJR #62

P.O. BOX 110065 ANCHORAGE, ALASKA 99511: (907) 563-265  
(907) 783-292

## GOALS AND OBJECTIVES OF PROJECT

### GOALS:

1. Facilitate travel and outdoor recreation in Alaska by all physically challenged visitors.
2. Bring economic benefits to Alaskans (both disabled and non-disabled) through development of this new visitor market.
3. Generate sufficient resources, through service contracts, grants, fees, commissions, memberships, donated funds, goods or services, volunteer work and other means, to maintain a continuing program.

### OBJECTIVES:

1. Obtain funding for startup phase of project; as part of startup, revise project plan for FY89 in line with funding level.
2. Continue to provide outdoor recreation activities. Develop demonstration activities to test their marketability and to stimulate the interest of private vendors in replacing Challenge Alaska as the operator of these activities wherever possible.
3. Develop and maintain research program on challenged visitor market, including elderly with limited mobility.
4. Promote Anchorage and Alaska as destinations for these visitors.
5. Facilitate travel planning for such visitors with materials, information services, reservation services and other appropriate means.
6. Create new job opportunities for Alaskans experiencing a disability in the travel trade.
7. Develop and maintain ongoing relationships within the travel trade so as to facilitate challenged visitor development.
8. Provide disability awareness or other needed training to front line visitor related employees.
9. Develop ongoing financial support through grants, contracts, memberships, donated funds, donated goods, donated services or other means.
10. Examine feasibility of charging fees or obtaining commissions for provision of training, materials, or travel consulting services to the travel trade.
11. Recruit and train volunteers to support this program as appropriate.
12. Provide information on tax breaks and other financial advantages of providing increased accessibility in private accommodations and visitor related facilities.

CHALLENGE ALASKA  
Visitor Promotion Program  
Budget - FY83

SALARIES	
1 FT Visitor Access Specialist	25,000
TAXES/FRINGE	
FICA	787
WORKMANS COMP	1,000
ESC	810
Medical	360
FACILITIES	
Telephone	300
SUPPLIES	
Office	1,000
Workshop Supplies	1,200
Postage	800
Software	1,000
EQUIPMENT	
Computer Harware	1,600
Workshop Equipment	600
TRAVEL	
Mileage (.25/mile at 4,000)	1,000
Vehicle Rent	300
Airfare (in-state)	
In-state	800
(Juneau, FBX, Kodiak Workshp	
Out-of-state	700
(National Park Service	
Access Workshop)	
Food/Lodging	440
CONTRACT SERVICES	
Consultants	2,000
Workshop Coordinators	2,400
OTHER	
Training	250
Promo/Advertising	500
Printing/Copying	1,500
Resource Materials	250
Miscellaneous	1,700
	-----
Total:	46,937

SJR

63

# HOUSE COMMITTEE REPORT

(9)

Date referred: 3/24/88

FURTHER REFERRALS:

DATE: 4-20-88

The Resources Committee has considered SSSJ 63

Opposing the closure of the Stikine Area Regional Supervisor's Office of the United States Forest Service.

**RECOMMENDS:**

- replace with \_\_\_\_\_  the same title
- attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

**ADOPTS:**  \_\_\_\_\_ letter of intent

**ATTACHES NEW FISCAL NOTE(S):**

- fiscal impact  same as previous fiscal note published \_\_\_\_\_
- zero fiscal note  same as previous zero fiscal note published \_\_\_\_\_
- zero with analysis

**SIGNING DO PASS:**

Jim Galt  
\_\_\_\_\_  
Adelheid Herrmann  
\_\_\_\_\_  
Heather Bringer  
\_\_\_\_\_  
Dick Stutz  
\_\_\_\_\_  
Chip Dawson  
\_\_\_\_\_  
Mike Yovan  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SIGNING OTHER RECOMMENDATIONS:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Jim Galt  
\_\_\_\_\_  
Chairman's signature

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_ Agency Affected: \_\_\_\_\_  
 Title: Opposing the closure of the Stikine BRJ: \_\_\_\_\_  
Area Regional Supervisor's Office of the U.S.F.S. \_\_\_\_\_  
 Sponsor: Jones \_\_\_\_\_ Components: \_\_\_\_\_  
 Requestor: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Senate State Affairs Committee Phone: 465-4522  
 Division: \_\_\_\_\_ Date: \_\_\_\_\_  
 Approved by ~~Committee~~ Senator Mitch Abood Date: 3/21/88  
 Agency: Senate State Affairs Committee

Distribution (by preparer):  
 Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

TOTAL POSITIONS VACATED

67 Use 50 *Asphalt*

TOTAL SALARY GIVE

\$ 2.5 MILLION *2.0 Asphalt*

TOTAL FIRE DEPT.

2

TOTAL EMT GONE

4

TOTAL SCOUTING

12

TOTAL CHURCH MEMBERS

40

TOTAL EX CUR. SPORTS

12

TOTAL COMMUNITY OFFICERS

6

TOTAL SERVICE CLUB MEMBERS

5

PRE-SCHOOL MEMBERS

32

GRADE SCHOOL MEMBERS

21

HIGH SCHOOL MEMBERS

21

SPOUSE EMPLOYMENT

SCHOOL -- 6

MEDICAL -- 5

OTHER -- 26

BOATS LEAVING FSG

33

NUMBER AND VALUE OF HOUSES ON THE MARKET

36 HOUSES, AT 3.617 MILLION

TOTAL AIR TAXI OPERATION REVENUE LOST (APPROX.)

\$200,000 (FS CONTRACTS, AND SMALL AMOUNT OF PERSONAL TRAVEL)

REVENUE LOST FROM PMP & L (Petersburg Municipal Power & Light).

TOTAL LOST \$00,000.00

- \$50,000.00 A LOSS FROM INDUSTRIAL

- \$30,000.00 A LOSS FROM RESIDENTIAL LOAD

- 500,000 KILOWATT HOURS LOST TOTAL SYSTEM AND THESE HOURS WILL NOT ONLY AFFECT PMP & L BUT ALSO THE FOUR DAM POOL AND THE ALASKA POWER AUTHORITY.

*Re purchase building  
contract: 5 year  
of a 20 year  
contract.*

*Cost of moving personnel  
@ \$25,000 per  
household*

*12.9*

POSITION	SALARY	ACTIVITIES						CHILDREN			SPOUSE EMPLOYMENT				REMARKS
		FIRE DEPT.	EMT	SCOUTS	CHURCH	SPORTS	COMM. OFFICE	SERV. CLUB	PRE-SCHOOL	GRADE SCHOOL	HIGH SCHOOL	SCHOOL	MEDICAL	OTHER	
Reception	125,000														70,000
Secretary	125,000				X										30' Rents
Engineer	140,000														110,000 *
Engineer	140,000			X	X	X			1	1	2			X	22' 110,000 *
Hydrologist	140,000				X						1				10' 120,000
Biologist	145,000			X	X	X				2	1				120,000
Engineer	140,000			X		X			1	2				X	10' 110,000 *
Dispatcher	130,000														Rents
Personnel Secretary	125,000													X	100,000
Adminst. Officer	140,000							X			1			X	Rents
Engineer	140,000										1			X	24' 100,000 *
Heart. Clk	135,000				X									X	24' 114,000
Ecologist	140,000			X	X	X				2	2				24' 100,000
Staff Timber	145,000	X					X	X			1	X			10' 110,000
Engineer	140,000														Rents *
Biologist	140,000				X										R, vacant
Archeol.	140,000														Rents
Skipper	150,000				X							X			110,000
Planning	140,000				X				2			X			110,000
Forester	140,000				X				2					X	10' Rents
Forester	140,000				X										Rents
Engineer	140,000														Rents *
Comp. Tech	135,000				X									X	Rents
Nurs. Tech	140,000														Rents
Hydrologist	135,000				X				2					X	Rent





SJR

69

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: CS SJR 69 (Rules)  
PUBLISH DATE: (Senate) 3/25/88

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_  
Title: Relating to revision of the  
Tongass Management Plan of 1980  
Sponsor: \_\_\_\_\_  
Requestor: \_\_\_\_\_

Agency Affected: \_\_\_\_\_  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
---------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

[Empty box for analysis]

Prepared by: Senate Rules Committee  
Division: \_\_\_\_\_  
Chairman, *Dick Eliason*  
Approved by Commissioner: Sen. Dick Eliason  
Agency: \_\_\_\_\_

Phone: 3-24-88  
Date: \_\_\_\_\_  
Date: 3-24-88

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)