

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

8075

HOUSE RESOURCES

SB 310

This bill instructs DNR to annually solicit forest management agreements (FMAs) with private timber companies and to sign long-term contracts for up to 20 years, with an option to renew for another 20 years. It also appears to amend existing law to give timber a priority over other forest products such as fish and wildlife, subsistence harvest, and both sport and commercial recreation.

There are certainly situations in which economies can be achieved through privatization, but turning the management of public forest lands over to timber management companies is not one of them. The concept of FMAs flies in the face of several decades of progress toward more balanced forest management in which public land managers have become more aware of their obligation to manage forest lands for a diversity of forest values.

It makes no more sense to turn the management of public forest lands over to the timber industry than it does to turn them over to the commercial fishing industry, subsistence users, the commercial outdoor recreation industry, or mining interests.

We've seen on the Tongass National Forest the cost to society of long-term timber sales. Although the 50-year Tongass timber sale contracts to the region's two pulp mills made sense to folks at the time and they have unquestionably created jobs, they are now a source of lost public revenue because of unbelievably low stumpage rates. They also constrain public managers in their application of today's research findings regarding the habitat needs of fish and wildlife populations that people depend upon.

We need a viable and sustainable timber industry on public lands in Alaska but not at the expense of fishing, tourism, and commercial recreation - industries that have steadily gained in their market shares of the state's economy.

I recommend that you maintain DNR's land management responsibility and that you oppose SB 310, thereby avoiding the pitfalls of unwarranted privatization and contracts that are longer than necessary to secure a viable timber industry.

HJR 55 and HJR 56

These resolutions foster benefits to the Tongass timber industry but at the expense of fishing, subsistence, tourism, and commercial outdoor recreation. They call for maximizing rather than optimizing Tongass timber harvest levels and a permanent exemption of a new federal fisheries habitat protection initiative, PACFISH.

These measures tilt the playing field and jeopardize the existing

land management planning process in which all forest resource values are to be considered on an equal footing and all forest users have a say in what the ultimate balance in resource uses should be.

There is also a need for PACFISH to be the subject of public debate within Alaska. Alaskans need the opportunity to hear all sides of the issue in order to determine whether or not the concept or some aspect of it can be adapted to advantage on the Tongass or Chugach National Forests. The opportunity for such debate as so far been stifled.

Although HJR 55 and HJR 56 have already passed the house, I encourage Senator Duncan and the Senate Resource Committee to oppose these resolutions.

SB 308/HB 474

These bills appear to significantly dilute the process for determining the state's "best interest" in resource and land disposals and leases. They allow DNR to limit public and agency review of projects to only "direct and significant" effects of discrete project phases. As a veteran of the Exxon-Valdez debacle, I cannot, for example, imagine a petroleum leasing decision being based only on the direct and significant effects of activities occurring on the North Slope, with no consideration of the risk probabilities and potential consequences of oil transport in the Gulf of Alaska. There are many other examples of the need to consider ramifications of a project beyond one of its discrete phases.

I urge your opposition to SB 308 and HB 474.

SB 217

As I understand it, SB 217 would allow the University of Alaska to assume ownership of one million acres of state land. The need to balance the management of state lands is challenging enough for DNR, for the other state resource agencies that comment on DNR's proposed actions, for the general public, and for the Legislature. And that is with a body of laws, regulations, and administrative procedures in place to help achieve balanced management. We don't also need the University running a resource management program, especially one that lacks the checks and balances that are on the books for DNR's program.

I urge you to let state government manage our state's natural resource heritage and let the University do what it was intended to do and what it does best - teach people and conduct research. I suggest that you oppose SB 217.

Thank you for this opportunity to comment on pending state legislation and resolutions, and good luck with the rest of the session!

Sincerely,

Bruce Baker



RECORDS CERTIFICATION



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Jerry Duncan
Signature of Camera Operator

10/1/97
Date

HCR

9

Representative Lyman Hoffman
SPONSOR STATEMENT FOR HCR 9

I have introduced House Concurrent Resolution to encourage the Hickel administration to insure the State's role in the Western Alaska Community Development Quota Program.

The North Pacific Fishery Management Council established the CDQ Program as a component of the Inshore/Offshore allocation.

The most extensive economic development effort ever to occur in the poorest regions of Alaska began when the Secretary of Commerce approved the CDQ Program.

His signature started Western Alaska on a unparalleled passage of opportunity for long-term, stable economic development for the communities of the Bering Sea coast, Aleutian and Pribilof Islands.

The Governor must play a significant role during the first stage of the CDQ program, the allocation of pollock, for the program's fulfillment. The Governor is responsible for requesting, accepting, and reviewing proposals for quota allocation and three agencies have been delegated the state's responsibilities for state participation. The CDQ program needs strong leadership and coordinated support to be successful.

I believe that by initiating a review of past fisheries development policy proposals and to draft a comprehensive fisheries development policy that includes the CDQ program is necessary for the protection of our renewable multi-billion dollar fishing industry.

This resolution recognizes the CDQ program and respectfully requests that the Governor fully commit the resources of his administration to the program's extension and expansion in the interest of benefiting the economies of both western Alaska and the entire State of Alaska.

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. HCR 9

Revision Date: _____

Department Affected: Fish and Game

Title: Community Development Fishing Quotas

BRU: Commercial Fisheries

Component: Commercial Fisheries

Sponsor: Representative Hoffman

Requestor: House Fisheries

COMPONENT SERIAL NO. 459

EXPENDITURES/REVENUES:

(Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	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
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REVENUE FUND SOURCE:	0	0	0	0	0	0
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FUNDING:

(Thousands of Dollars)

	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

POSITIONS:

	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY93) impact: \$ 0

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Geron Bruce Phone: 465-6143

Division: Commissioner's Office Date: 3/8/93

Approved by Commissioner: (Signature)

Agency: Department of Fish and Game Date: 3/8/93

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Community Development Quota (CDQ) Program

The Community Development Quota (CDQ) is a fisheries development program between the North Pacific Fisheries Management Council (NPFMC), the State of Alaska and 55 rural coastal communities along the Bering Sea coastline. Through a cooperative working approach, pollock groundfish quota was reserved for Alaska rural coastal communities. Between 1992 and 1995, 7 1/2% of available pollock quota is set aside for competitive application from groups of eligible communities.

After forming applicant groups, regional associations incorporated for the purposes of fisheries development enterprises. Business plans were prepared and applications submitted to the state for review and recommendation to the U.S. Secretary of Commerce.

Federal and state regulations govern operations of the CDQ program, including organization requirements, listings of eligible communities, goals and objectives of applicant entities, reporting requirements and overall performance stipulations. The necessary public hearings were held throughout this process and transcripts compiled.

Initially, the CDQ program addresses the pollock groundfishery, the most lucrative biomass available within the Bering Sea groundfish fishery. Subsequent entry into halibut and sablefish (black cod) is underway. Further incursions into Pacific cod and crab resources are being actively considered and fully supported by the Hickel administration.

Proceeds derived from partnership arrangements with industry are required to be reinvested in fishery development projects, either within the applicant's region or as additional investment in the larger Bering Sea fisheries arena. Employment of local residents is required. Testimony by state officials and both state and federal regulations insist that operations be *active* not passive. Mere sale of quota and receipt of *dividends* will not be tolerated; all parties to the program are fully warned of this requirement. State and federal regulations provide measures for suspension or termination of quota awards should the state recommend such to the Secretary. Failure of applicant groups to reasonably perform according to regulations could trigger such action.

Annual quota amounts to approximately 101,450 metric tons, with an estimated value of \$20 M, not including direct employment benefits.

Prepared by: John M. Walsh, Deputy Director
Department of Community and Regional Affairs

Date: January 29, 1993

**CDQ CHRONOLOGY
WHAT WE HAVE DONE**

1. November 1, 1991 — DCRA & ADF&G bring CDQ issue to Rural Sub-Cabinet.
2. January 1992 — Governor gives direction to Rural Sub-Cabinet to move forward on approval of CDQ's.
3. March 1992 -- Governor writes letter to Secretary of Commerce and makes call to EPA Administrator Reilly on inshore/off-shore amendment (includes CDQ)
4. April 1992 — The North Pacific Fisheries Management Council (NPFMC) approves our State CDQ criteria and procedures.

The NPFMC action did 2 things:
 1. Gave Alaska the go ahead to draft State Regulations;
 2. Gave direction to the National Marine Fisheries Service to draft Federal Regulations.
In order to speed the Federal Regulatory Process, the State paid for the Environmental Assessment Regulatory Impact Review required by the Federal process.
5. May 1992 — Governor secures funding for CDQ implementation and operations: FY92 \$100K, FY93 \$200K.
6. May - Sept. 1992 — DCRA, ADF&G and DCED work with the National Marine Fisheries Service on proposed Federal regulations.
7. October 23, 1992 — Public Comment period on Federal Regulations completed.
8. November 18, 1992 — Secretary of Commerce approves Federal Regulations.
9. November 18, 1992 — State Emergency Regulations adopted.
10. November 25, 1992 — CDQ Application review completed and Governor makes findings and recommendations to Secretary.
11. November 27, 1992 — CDQ Applications submitted to National Marine Fisheries Service for review.
12. December 1, 1992 — Governor's Recommendations received in Washington D.C. for Final Approval of U.S. Department of Commerce Secretary.
13. December 3, 1992 — Dr. Fox at U.S. Department of Commerce signed findings and recommendations for Secretary of Commerce. Signing action filed in the Federal Register.
14. December 3, 1992 — National Marine Fisheries Service in Juneau officially notifies Governor of Secretary's decision and alerts CDQ applicants with authorization to fish.

CDQ Applicant/Representative

CDQ Applicant Partner

<p>× John Jemewouk Norton Sound Economic Development Corporation PO Box 39089 Elim, AK 99739 Phone: (907) 890-2248 Fax: (907) 890-2249</p>	<p>Bill Stokes Glacier Fish Co. 1200 Westlake Avenue N. Seattle, WA 98107 Phone: (206) 782-0118 Fax: (206) 298-4750</p>
<p>× Edwin Glotfelty Yukon Delta Fisheries Development Corporation 2415 Western Avenue Seattle, WA 98121 Phone: (206) 443-1565 Fax: (206) 443-1912</p> <p>PO Box 210 Emmonak, AK 99581</p>	<p>Robert Breskovitch/Randy Adamson Golden Alaska Seafoods Inc. Market Place One 2001 Western Avenue Seattle, WA 98121 Phone: (206) 441-1990 Fax: (206) 441-8112</p>
<p>× Norm Cohen Coastal Village Fisheries Cooperative 204 N. Franklin Street, Suite One Juneau, AK 99801 Phone: (907) 586-2360 (Home) 586-1840 Fax: (907) 586-2331</p>	<p>Stan Simonsen/Lee Daneker Golden Age Fisheries 18 W. Mercer Street, Suite 400 Seattle, WA 98119 Phone: (206) 285-2815 Fax: (206) 282-5938</p>
<p>Paul Peyton Bristol Bay Economic Development Corporation PO Box 22871 Juneau, AK 99802 Phone: (907) 586-6070 Fax: (907) 586-6071</p>	<p>× Robin Samuelson Bristol Bay Economic Development Corp. Box 1464 Dillingham, AK 99576 Phone: (907) 842-5257 (Home) 842-5335 Fax: (907) 842-5932</p> <p>Jeff Polvony Ocean Trawl Inc. 135 East 57th Street New York, NY 10022 Phone: (212) 752-5020 Fax: (212) 752-5094</p> <p><i>842-4370 Cecilia</i></p>
<p>× Joe Kyle/Larry Cotter Aleutian Pribilof Island Community Development Association 119 Seward Street, Suite 8 Juneau, AK 99801 Phone (907) 586-3107 Fax: (907) 586-1001</p>	<p>Chuck Bundrant/Joe Plesha Trident Seafoods, Inc. 5303 Shilshole Avenue N.W. Seattle, WA 98107 Phone: (206) 783-3813 Fax: (206) 781-7883</p>
<p>× Perfenia Pletnikoff/William Arterburn Central Bering Sea Fishermen's Association/PBS Ltd. (P. Pletnikoff) 1500 W. 33rd, Suite 100 PO Box 88 Anchorage, AK 99503 St. Paul, AK 99660 Phone: (907) 278-2314 (907) 546-2312 Fax: (907) 278-2316 (907) 546-2366</p>	<p>Bernt Bodal American Seafoods Co., Inc. Suite 900 Market Place Tower 2025 First Avenue Seattle, WA 98121 Phone: (206) 728-0200 (206) 448-0300 Fax: (206) 448-0303</p>

Community Development Quota Program

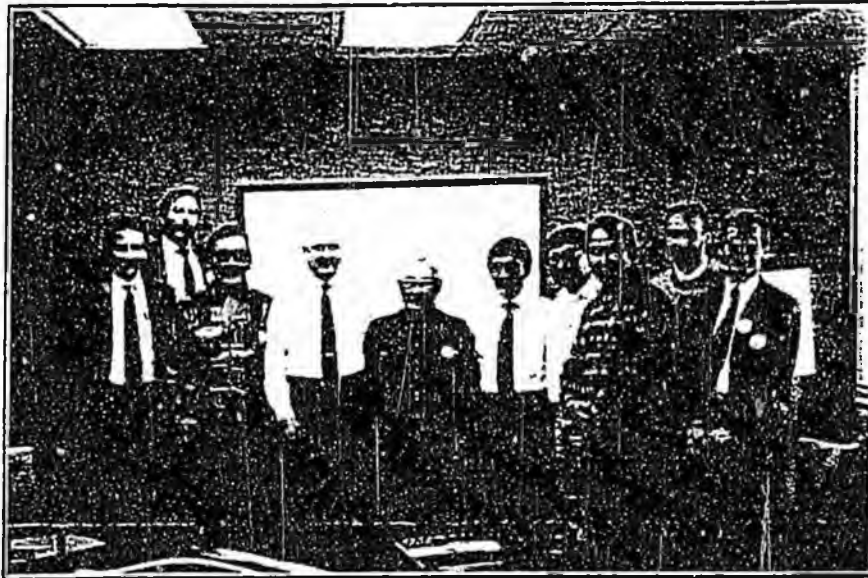
Project Group	Aleutian Pribilof	Bristol Bay	Central Bering Sea	Coastal Villages	Norton Sound	Yukon Delta
Communities Involved	Atka, St. George, Nelson Lagoon, False Pass, Nikolski	Aleknagik, Clark's Point, Dillingham, Egegik, Elak, Manokotek, Nakrek, Pika Point, Port Heiden, Savonoski/King Salmon, South Naknek, Togiak, Twin Hills, Ugashik	St. Paul	Chefomak, Eek, Hooper Bay, Konigliganak, Mekoryuk, Nightmute, Quinliagak, Toksook Bay, Tunurullak, Chevak, Goodnews Bay, Kipnuk, Kwigillingok, Newtok, Platinum, Scammon Bay, Tununak	Savoonga, Gambell, Elim, Golovin, Italik/Dlomede, Koyuk, Shaktoolik, Nome, St. Michael, Siebbers, Teller, Unalakleet, Wales, Brevig Mission, White Mountain	Alakanuk, Enimnak, Kotlik, Sheldon's Point
Eligibility	To be eligible, communities must be located within 50 miles of the Bering Sea Coastline, and must have no existing bottomfish industry					
Management Organization	Aleutian Pribilof Islands Community Development Association	Bristol Bay Economic Development Corporation	Pribilof Bering Seafood, for Central Bering Strait Fishermen's Association	Coastal Villages Fishing Cooperative	Norton Sound Economic Development Corporation	Yukon Delta Fisheries Development Association
Private Partners	Trident/Stairbound	Ocean Trawl	American Seafood and Ice Ice	Golden Age	Glacier Fish	Golden Alaska
Vessels	Alderbaran* Columbia* Pacific Viking* Viking Explorer* Arcturus* Starfish* Nordic Star* Stairbound (F/T) * catcher boats delivering fish to Alutan	Northern Hawk Northern Eagle Northern Jaeger (All F/T)	American Empress American Dynasty American Triumph American Champion Pacific Explorer Pacific Scout (All F/T)	Brown's Point (F/T)	Northern Glacier (F/T) Pacific Glacier (F/T)	Golden Alaska (M/S) American Beauty Ocean Leader Aleutian Challenger Sheldon Point (CVs)
Amount Allocated MT	18,260.10	20,289	10,144.50	27,390.15	20,289	5,072.25
Amount Allocated %	18%	20%	10%	27%	20%	5%
Project Duration	Two Years	Two Years	Two Years	Two Years	Two Years	Two Years
Employment	At least 40 individuals in CDQ program; additional employment from capital projects	60 full time in CDQ operations; 20 Internships; additional 125 post-CDQ operations (minimums)	20-25 directly involved with CDQ harvest, plus 1993: 102; 1994: 229	25-35 year-round hires for 1992; 50-70 by 1995; plus 15 graduate workers in 1994	Up to 40 FTEs in CDQ operations; at least 538 permanent FTE, PT and seasonal jobs by end of CDQ program	Up to 50 FTEs by 1995 in CDQ operations; up to 230 in post-CDQ operations
Training	Budgeted \$300,000 per year to support training programs	50 students in basic vocational training per year; 8-10 in advanced vocational training per year; 3-4 scholarships of \$5,000-\$10,000 each per year	25 on-the-job trainees on factory trawlers annually; 3-10 maritime service trainees annually; \$100,000 scholarship fund; Internships will be available at ASC offices; other training planned	12-18 management internships annually at CAF; scholarship fund of 5% of net CDQ profits; other training and career counseling	300 people trained for various positions in shoreside plants or on factory trawlers plus endowment for education and training	25 training initiatives for 258 residents by 1995, plus annual scholarship program
Infrastructure Enhancement	Build/improve two docks; dredge one harbor; build one small process plant; expand width of a runway; build gear warehouse; expand gear storage pad; build one slaughter house and one cattle ranch; aquaculture and mariculture enhancement	Create a business extension service for fishermen; provide matching fund for state capital projects; provide funds for fisheries development	Build new groundfish/scrab processing plant and develop and complete harbor and community infrastructure	Build a training facility and salmon processor	Revitalize local fish processing facilities in four communities and other projects such as ice-delivery systems and small processing units	Two value-added processing and cold storage plants; small business fisheries infrastructure financing fund
Capital/Equity Generation	Vessel/IFQ purchase fund of 20% after-tax revenue, \$154 per metric ton plus 33% of gross revenues from roe.	70% of CDQ proceeds to Seafood Investment Fund; 30% to community development programs. Minimum royalties are about \$180 per metric ton roe fish and \$132 per metric ton for non-roe fish, or 60% of CDQ profits, yielding up to about \$12 million.	70% of CDQ royalties to infrastructure; 30% of royalties to vessel acquisitions and loan guarantees. \$265 per metric ton of CDQ fishery, totalling about \$19 million.	50% equity in FV Brown's Point; 50% equity in FV Barbara Lee. Additional revenues to develop infrastructure. Benefits of about \$20 million over two years plus \$10.5 million from salmon plant.	Royalties in excess of \$200 per metric ton, totalling about \$15 million over two years.	Royalty fee of \$250 per metric ton, totalling about \$9 million over two years.



Coastal Villages Fishing Cooperative

P.O. Box 109 • Chevak, Alaska 99563 • Phone 907-858-7250 • Fax 907-858-7812

COASTAL VILLAGES ENTERING NEW ECONOMIC ERA AS CDQ PROGRAM BRINGS FISHING JOBS TO REGION



CVFC members meet with Gov. Hickel and other state officials last October. Pictured, R to L: Norman Cohen, interim Executive Director; Dave Benton, ADF&G; Joe Paniyak, President, Gov. Hickel; John Phillip S., Board member from Kongiganak; Fred Phillip, Board member from Kwigillingok; Charlie Spud Sr., Board member from Mekoryuk; David Bill Sr., Board member from Tooksook Bay; John Walsh, DCRA; and DCRA Commissioner Edgar Blatchford.

Co-op's COASTAL VILLAGES FISHERIES Processor Will Work 1993 Kuskokwim Salmon Fisheries

With funds earned through the CDQ program, CVFC is purchasing the entire Schenk Seafoods salmon processing operation which formerly operated on the Yukon River.

The operation, which will provide more than 75 jobs to residents of the CVFC region, will be relocated to the lower Kuskokwim River in time for the June 1993 salmon fisheries.

CVFC is purchasing the opera-

tion with its partner, Golden Age Fisheries, for \$2.6 million. Equipment in the purchase will total 19 vessels, including processing barges, a freezing plant, cold storage, a refrigerated freighter, and 14 tendering vessels.

The operation will have sufficient capacity to process the majority of salmon landed in the Kuskokwim commercial fisher-

SEE PROCESSOR, PAGE FOUR

Seventeen coastal communities from Scammon Bay in the north to Platinum in the south, organized as the Coastal Villages Fishing Cooperative, received the highest share -- 27 percent -- of the newly established Community Development Quotas for the 1992-1993 pollock season in the Bering Sea.

After decades of having little opportunity to take part in one of the world's richest fishing operations, these 17 CVFC communities are now active participants in the Bering Sea groundfish fisheries.

The CDQ program was created by the North Pacific Fishery Management Council to provide a means for residents of rural Bering Sea coastal villages to enter and become significant participants in the billion-dollar fisheries directly off their shores.

Seven and one-half percent of the overall Bering Sea pollock quota has been allocated to the CDQ program.

Coastal Villages Fishing Cooperative is a for-profit corporation and a full-blooded fishing company. The goal is to not only fish in the Bering Sea fisheries, but also to take an active role in

SEE VILLAGES, PAGE FIVE

Coastal Villages Fishing Cooperative Board of Directors

EXECUTIVE COMMITTEE MEMBERS:

Joe Paniyak, President
Chevak 858-7250

Harvey Joe, Vice President
Hooper Bay 758-4534

Rose Thomas
Goodnews Bay 967-8929

Fred Phillip, Secretary
Kwigillinok 588-8114

Monroe Kaganak, Member at Large
Scammon Bay 558-5428

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Peter Lupie John Phillip, Sr.
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Charlie Spud, Sr. Steven White
Mekoryuk 827-8941 Eek 536-5426

MESSAGE FROM JOE PANYAK, PRESIDENT, CVFC

Greetings!

As President of the Coastal Villages Fishing Cooperative, it is my great pleasure to send to you our first newsletter. In this newsletter you will find articles describing the Coastal Villages Fishing Cooperative (CVFC), what we have accomplished so far, and some of our plans for the future.

CVFC was established to apply to the State of Alaska and the Secretary of the U.S. Department of Commerce for a Western Alaska Community Development Quota (CDQ), and to help create a fishing economy in the CVFC Region.

Of the six groups applying for a share of the 7.5 percent of the pollock catch reserved for CDQ groups, Coastal Villages won the largest share at 27 percent. The key to our success was putting together a for-profit business strategy that we could put into effect immediately upon receiving our allocation. As one of those involved in reviewing our application said, "It showed the kind of program we really were looking for, where the community was going to get in the fishing business immediately, were going to take a reasoned approach, and we wouldn't see long lead times for the thing to happen."

Now that we've got the allocation, we believe that the best way to accomplish our goals is to make CVFC a successful fishing company involved in all of the fisheries in our region. That is why we are buying Schenk Seafoods and putting that salmon processing plant in the lower Kuskokwim River. In the future, we hope to be able to process herring and halibut as well.

Our other main goal is to provide employment to the young people of our villages. We know that they will have to start out in lower paying jobs and will have to travel far from home. However, in the long term, we want these young people to advance into higher paying jobs requiring skills that they have learned on the job. To accomplish this goal we are recruiting young men and women for training in fish processing, providing internship programs for more skilled jobs, and will establish a

SEE PANYAK, PAGE SIX

AGENDA FOR CVFC BOARD MEETING

Feb. 2, 1993 • 9 A.M. • KVNA Building, Bethel

Tuesday, February 2

morning: Reports by Harold Sparck (teleconference)
Norman Cohen, Acting Director
Joe Paniyak, Employment Coord.
David Bill, Office Manager

afternoon: Board training session

Wednesday, February 3

morning: Inupiat Partnership mgmt. agreement
Coastal Villages Fisheries 1993 operations
Review proposed development projects

afternoon: Cooperative financial report
Scholarship and investment funds
Personnel selection committee

**EXECUTIVE DIRECTOR
POSITION ANNOUNCEMENT**

The Coastal Villages Fishing Cooperative is seeking a highly motivated person to assume the position of Executive Director. The position, to be filled by mid-April 1993, will be based in Bethel. A Yupik speaker is desired.

QUALIFICATIONS: Applicant must have a four-year college degree and minimum of five years experience in business or natural resources fields. Must be knowledgeable of Y-K Delta issues. Must be capable of using a computer and of operating the CVFC office without supervision or secretarial support. Must be able to write grants and draft comments in support of CVFC positions on public issues and documents. Must also be able to participate in a six- to eight-week internship with Golden Age Fisheries in Seattle.

SALARY: Minimum \$60,000 annually, possibly higher, depending on experience. Benefits included.

TO APPLY: Application should include a resume and cover letter explaining applicant's interest in this position and description of relevant skills. Resume must cover the past 10 years and include positions held, responsibilities, salary ranges, names and addresses of supervisors, and reason for leaving. Applications lacking salary history or salary requirements will not be considered. Submit application by February 28, 1993, in care of Norman Cohen, CVFC Interim Executive Director, 204 N. Franklin St., Suite 1, Juneau, AK 99801. For a complete copy of the position announcement write to the above address or call 586-2360.

CDQ Program Will Expand Into Other Fisheries Soon

CDQ programs applying to the halibut and sablefish (black cod) fisheries are now being developed by the North Pacific Fishery Management Council. The program should operate similarly to the pollock CDQ program.

The Cooperative is working with other CDQ organizations and the Bering Sea Fishermen's Association to convince the federal government to revise the program's rules so that western Alaska villages are able to fully participate in these fisheries. Although the catch quotas for halibut and sablefish in the Bering Sea are relatively low, CDQ's will provide yet another opportunity for western Alaskans to develop local fisheries and expand their local economies.

First CDQ Season Was Good, But 1993 Should Be Even Better

The first fishing effort conducted by the Coastal Villages Fishing Cooperative partnership under the new CDQ program was a clear success, according to Lee Daneker, Director of Development for Golden Age Fisheries of Seattle.

Using leased vessels and the factory trawler BROWNS POINT, owned jointly by CVFC and Golden Age, the partnership caught 24,520 metric tons of pollock between Dec. 5 and Dec. 31. The catch fell about 2,800 metric tons short of the CVFC allocation under the CDQ program, but the shortfall was understandable, Daneker said.

"The final approval of the CDQ program didn't come through until early December, and then one of the vessels that was supposed to fish with us dropped out at the last moment," he said. "Even so, we got very good value for our fish — probably more value per fish than a lot of other operations."

A significant part of that enhanced value can be traced to quality control, and Daneker said crewmen from the coastal villages proved to be excellent at spotting defective product.

"We hired a new quality control manager and he went out on the BROWNS POINT in December," he said. "He found that there were brand new, green employees from the villages who were better at quality control than experienced employees were. In fact, they were better than *he* was, too."

The coastal villages employees proved adept at other jobs, as well; several have already received promotions and pay raises, Daneker said.

The outlook for the 1993 fishery looks even better, and Daneker said there will be no shortfall in the catch.

"We're going to take our whole CDQ allocation, because we'll have the luxury of knowing at the beginning of the year what we're going to get and we can take all year to get it," he said.

That prospect, and the diversified projects that the partnership will be undertaking in its three other joint ventures, should make 1993 quite a busy year.

"We're just very excited to be in this partnership," he said, "and we're very much looking forward to getting all these projects rolling this year."

CVFC Plans Job Recruitment Trips To Co-op Villages

The Coastal Villages Fishing Cooperative is planning a series of trips to co-op villages to discuss job opportunities for the 1993 fishing seasons.

Joe Paniyak, President of CVFC, and Mary Leeney, Director of Human Resources for CVFC partner Golden Age Fisheries, will travel to the villages and meet with local residents in February and March.

"We'll be discussing exactly what kind of jobs are going to be available, what the working conditions are like, and what the pay scales will be," Leeney said.

The cooperative estimates it will be filling 60-75 jobs on its trawlers in 1993, and more than 75 jobs in its lower Kuskokwim salmon processing operations. Twelve to 18 internships designed to teach the skills needed in higher-level jobs also will be offered this year.

Exact dates that they will be in the villages, and the time and location of the meeting in each village

will be announced locally. And as usual for this time of year, the schedule may have to be revised because of weather conditions.

"We'll have posters in each village announcing when and where the meeting will take place," Leeney said. "At the meetings, we'll talk about the jobs and explain the internships. We'll also have job applications with us, so we really hope to meet with as many people as we can in each village."

On the first trip, Paniyak and Leeney will travel from Feb. 9-20, and will visit the following villages: Chefomak, Hooper Bay, Mekoryuk, Newtok, Nightmute, Scammon Bay, Tooksook Bay, and Tununak.

On the second trip, scheduled between March 8-20, they will visit Eek, Goodnews Bay, Kipnuk, Platinum, Tuntunuliak, Kwigillingok, Konigiganak, and Quinhagak.

PROCESSOR...from page 1 ies.

"Fishermen from the delta villages will greatly benefit from local ownership," said Joe Paniyak of Chevok, president of the Coastal Villages cooperative. "We will provide regular tendering, ice and good prices to our fishermen.

"This is an exciting opportunity to finally have local ownership and participation in the salmon processing industry in our region," Paniyak said. "We are confident we can handle well over 50 percent of the salmon in the Kuskokwim fishery."

CVFC will be stressing strict quality control in its processing operations, Paniyak said. And since quality control starts the moment the fish leaves the water, the cooperative plans to require that fishermen bleed and ice their salmon immediately upon landing them.

"This is a great chance to show the world just how good Kuskokwim salmon can be," he said. "And CVFC is a fishermen's organization, so we will pass on the benefits of better quality to the fishermen of the Kuskokwim through higher prices for

better handling of the fish."

CVFC interim Executive Director Norman Cohen said the equipment to be purchased from Schenk is a complete processing operation, but much of the gear needs work.

"It's badly in need of repair and modernization," he said. "We plan to invest significant sums in improving the factory and other machinery, and by the beginning of the salmon season it will be ready to go."

The barges and other vessels will be accepting deliveries in the lower Kuskokwim, Kanektok and Goodnews Bay salmon fisheries in June.

Cohen said initially most jobs for area residents will be as fishermen or in processing or salmon tendering positions. Golden Age will supply key management jobs, and has committed to training people from the Coastal Villages and Kuskokwim regions to take over those positions later.

"Our goal is to make this, over time, a totally locally run operation," he said.

CVFC Board Member David Bill Explains CDQ Plan To Villagers

It has been a busy month for Coastal Villages Cooperative board member and Office Manager David Bill, Sr., who has been travelling to the villages in the co-op to explain the potential benefits of the new CDQ program to western Alaska.

It's the second round of trips to talk about the program for Bill, who lives in Tooksook Bay.

"I went out to the villages in October, before we got our allocation," he said. "I found then that the people didn't understand the CDQ program very well, but they understand it much better now. Their eyes are open."

Bill said he is finding villagers to be very interested in the program, and the potential it has for providing jobs for their local economies.

"The young people, especially, are very excited about the economic opportunities," he said. "It's been very nice to be able to tell them they are going to have something to look forward to in the way of a job opportunity."

COASTAL VILLAGES FISHING CO-OP: HERE'S WHAT WE'RE ALL ABOUT

COMMUNITIES: Chefomak • Eck • Hoo • Bay • Konigiganak • Mekoryuk • Nightmute • Quinagak • Tooksook Bay • Tmutuliak • Chevak • Goodnews Bay • Kipnuk • Kwigillingok • Newtok • Platinum • Scammon Bay • Tunnak

CDQ PARTNER: Golden Age Fisheries, with two factory trawlers.

JOBS: 25-35 year-round hires, growing to 51-70 by 1995.

TRAINING: 12-18 management interns annually at Golden Age Fisheries; scholarship fund to receive 5 percent of net CDQ profits.

INFRASTRUCTURE ENHANCEMENT: Will establish a training facility and salmon processor.

CAPITAL/EQUITY: 50 percent equity in F/V BROWNS POINT; 50 percent equity in F/V BARBARA LEE.

BENEFITS TO REGION: \$40 million over 4 years, plus \$10.5 million from salmon processing.

VILLAGES...from page 1

the nearshore and inriver fisheries of the Yukon-Kuskokwim Delta.

The Cooperative will provide substantial benefits for member communities and throughout the Y-K Delta, such as investment in local fisheries businesses, improvement of local fisheries infrastructure, training and scholarships.

To achieve these important goals, the Cooperative joined with Golden Age Fisheries of Seattle, which owns five fishing and processing vessels.

The current CDQ program is authorized for four years. If successful, it could be extended, and may also be implemented in other fisheries in other regions.

The Cooperative has four business ventures underway currently, all in 50-50 partnership with Golden Age Fisheries. They are:

- Imapiqamuit Partnership, which owns the factory trawler BROWNS POINT for pollock fishing.
- Barbara Lee Partnership, which owns the BARBARA LEE, a longliner to fish cod, and which will be used when the halibut, sablefish and cod CDQ programs are implemented.
- Salmon Roe University, a joint venture to train residents for high-paying jobs as salmon roe technicians in Alaska's salmon fisheries.
- COASTAL VILLAGES FISHERIES salmon processor, a joint venture designed to process highest-quality Kuskokwim salmon at top prices.

WHY GOLDEN AGE SEAFOODS?

The Coastal Villages Fishing Cooperative chose Golden Age Seafoods for its partner because the company has common goals and a common vision for the future of the coastal villages region. CVFC wanted a CDQ partner that is committed to the region, and Golden Age has shown that commitment by endorsing the concepts of equity and profit sharing, training, employment, scholarships, and a voluntary tax to fund additional fisheries infrastructure projects in the region in the future.

Golden Age has experience and expertise in the operation of large offshore vessels, including factory trawlers and processors. In recent years it has achieved sales of \$40 million to \$60 million, and its vessels are valued at more than \$45 million.

PANIYAK COLUMN...from page two

scholarship fund for higher education in fisheries and business.

I believe that we are very fortunate to have Golden Age Fisheries as our partner to help us achieve our CDQ program goals. Stan Simonson, the President of Golden Age Fisheries, is committed to having our partnership be successful. He and his company will be working hard to make certain that in just a few short years, Coastal Villages Fishing Cooperative will be a major fishing company providing more opportunities for jobs in our traditional salmon and herring fisheries, as well operating offshore in the groundfish fisheries of the Bering Sea.

The successes we have had thus far have the result of the hard work of many people. I want to mention some of them to you, so that you will know who to thank for giving us the opportunity to have a better future.

These people include Harold Sparck; Governor Walter J. Hickel; Senator Ted Stevens; Congressman Don Young; Henry Mitchell; Commissioner

Edgar Blatchford of the Department of Community and Regional Affairs; Commissioner Paul Fuhs, Department of Commerce; Commissioner Carl Rosier, Department of Fish and Game; Clem Tillion, of Gov. Hickel's office; David Benton of ADF&G; Donna Parker, of Commerce; John Walsh, of DCRA; and Steven Pennoyer, Director of the Alaska Region of the National Marine Fisheries Service.

And of course, I need to thank all the members of the Coastal Villages Board of Directors for their time and good work in putting this cooperative together.

I know that I speak on behalf of the entire Board of Directors of CVFC in saying that there is a bright future ahead for the communities in the region, and all of the Yukon-Kuskowkwim Delta villages. We at CVFC want to help create that bright future.

And we look forward to working with you in making this happen!

COASTAL VILLAGES FISHING COOPERATIVE

P.O. Box 109

Chevak, Alaska 99563

(907) 858-7250 Fax 858-7812

FIRST CLASS

CDQ AMENDMENT CONTINUED

Budget addresses, increased interest and strong support from numerous legislators, as well as the recent approval of the Individual Fishing Quota (IFQ) program for halibut and sablefish, including an expanded CDQ program for these species, warrant this request for new funding to support program expansion.

Line Item detail:	71000	136.8	For two new Economic Development Specialists (EDS) positions, R19, (PCN 21#012, PCN 21#013). See Request for New Position forms.
	72000	14.9	See Request for New Position forms.
	73000	82.7	A total of 65.9 is to be paid by RSA to the Department of Fish and Game to cover a Fishing Biologist III, R18 position (57.9), with travel (4.5), and equipment (3.5). The balance of 16.8 will cover overhead for DCRA's 2 new EDS positions.
	74000	3.4	Office overhead for 2 new EDS positions.
	75000	7.0	Two personal and portable computers.
	77000	<u>(100.0)</u>	Reduce grants to anticipated need for FY94.
		144.8	

GBA
 ADDITIONAL
 EXPLANATION
 FORM

AGENCY COMMUNITY & REGIONAL AFFAIRS
 BRU EMPLOY/TRAIN/RURAL DEVELOPMENT
 COMPONENT COMMUNITY DEVELOPMENT ASSISTANCE

PAGE 2 OF 6	FY 94
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BUDGET AMENDMENT CDQ

Position Title ECONOMIC DEVELOPMENT SPECIALIST		No. of Positions 1	Range Step 19A	Barg. Unit XE
Time Status PFT	Staff Months 1 2	Location Bethel		Election District
TYPE OF EXPENDITURE		Amount	Justification <u>Duties would include, but not limited to:</u>	
Salary		57.0	<p>Field work: This position is primarily an on-site field assistance staff. Frequent participation at regional level is critical. Each CDQ applicant proposes numerous fishery development projects, all requiring technical participation and on-site response and involvement. Each fishery development project will undoubtedly require interagency coordination to implement in an orderly fashion; i.e. ADFG site assessment analysis, biological considerations and research, DEC and EPA permitting assistance, Coastal Zone Management permitting and assistance, site determination and coordination with Municipal Lands staff within DCRA, coordination with communities, local and regional native corporations, grant writing for necessary fund leveraging, project management oversight and reporting, etc.</p> <p>The position will provide local and regional fishery association assistance, developing sustainable fishermen's associations or cooperatives. Strategic planning at a local and regional level for long range goals and objectives of fisheries associations is another integral component of the field work assignment. Development of insurance plans, pension sharing plans, career advancement training coordination and implementation, in cooperation with the CDQ applicants, fleet development and securing both CDQ and IFQ quota are some of the ingredients of a successful rural fisheries development plan and essential to long term success of this outreach effort and implementation in the field is the responsibility of this position.</p> <p>(CONTINUED ON NEXT PAGE)</p>	
Benefits		19.9		
Premium Pay				
Other				
Total Personal Services		76.9		
Travel		9.8		
Contractual		8.4		
Commodities		1.7		
Equipment		3.5		
Other				
Total Cost		100.3		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G. F. Match	1003			
General Fund	1004	100.3		
I-A Receipts	1007			
CIP Receipts	1051			
Other				

REQUEST
FOR
NEW
POSITION

AGENCY Community & Regional Affairs
 BRU Employ/Train/Rural Development
 COMPONENT Community Development Assistance

PAGE 3 OF 6

FY 94

BUDGET AMENDMENT CDA

TRAVEL:

This position would require extensive travel throughout the CDQ regions, especially focusing on the Bristol Bay, Kuskokwim, Yukon and Norton Sound districts. Coordination with the Anchorage EDS would be required for distance delivery in the remote Aleutian and Pribilof Islands district. Periodic travel to Anchorage for internal management sessions, coordinated with fishery development workshops or fishery management meetings, such as the North Pacific Fisheries Management Council or the state Board of Fish, would be expected.

3 trips Bethel - Anchorage @ \$400	\$1,200
3 X 3 X \$100	\$900
2 trips Bethel - Dillingham @ \$300	\$600
2 X 3 X \$150	\$900
2 trips Bethel - Emmonak @ \$300	\$600
2 X 2 X \$150	\$600
2 trips Bethel - Nome (area) @ \$700	\$1,400
2 X 3 X \$150	\$900
6 trips Bethel region @ \$150	\$900
6 X 2 X \$150	\$1,800
	<hr/>
TOTAL TRAVEL	\$9,800

GBA
ADDITIONAL
EXPLANATION
FORM

AGENCY COMMUNITY & REGIONAL AFFAIRS
 BFU EMPLOY/TRAIN/RURAL DEVELOPMENT
 COMPONENT COMMUNITY DEVELOPMENT ASSISTANCE

PAGE 4 OF 6

FY 94

Position Title ECONOMIC DEVELOPMENT SPECIALIST		No. of Positions 1	Range Step 19A	Barg. Unit XE
Time Status PFT	Staff Months 1 2	Location Anchorage		Election District
TYPE OF EXPENDITURE		Amount	Justification	
Salary		43.6	<p>Duties would include, but not limited to:</p> <p><u>Program reporting:</u> CDQ applicants are required to prepare quarterly management progress and financial reporting and annual audited reports. Tracking, review and monitoring for program compliance would fall under this position. Compilation of reports and preparation of state reports to the federal oversight authority would be required by this employee.</p> <p><u>Program development:</u> Expansion of the CDQ program to additional species would be monitored and coordinated by this employee in coordination with the state CDQ staff task force, in conjunction with the North Pacific Fisheries Management Council and the Governor's fishery designee on the Council. Development of necessary governing regulation and program implementation would be handled by this employee.</p> <p>This position would coordinate with the Bethel based EDS, insuring on-site field monitoring, progress in CDQ applicant's goals and objectives in development of fisheries projects in the region. Coordination between the CDQ staff task force and the CDQ applicants would be incumbent upon this staff.</p> <p><u>Travel:</u> This employee would be expected to attend appropriate fishery council meetings, including but not limited to the North Pacific Fisheries Management Council, the state Board of Fish and various fishery</p> <p style="text-align: center;">CONTINUED ON NEXT PAGE)</p>	
Benefits		16.3		
Premium Pay				
Other				
Total Personal Services		59.9		
Travel		5.1		
Contractual		8.4		
Commodities		1.7		
Equipment		3.5		
Other				
Total Cost		78.6		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts	1002			
G. F. Match	1003			
General Fund	1004	78.6		
I-A Receipts	1007			
CIP Receipts	1061			
Other				

**REQUEST
FOR
NEW
POSITION**

AGENCY COMMUNITY & REGIONAL AFFAIRS
 BFU EMPLOY/TRAIN/RURAL DEVELOPMENT
 COMPONENT COMMUNITY DEVELOPMENT ASSISTANCE

PAGE 5 OF 6

FY 94

BUDGET AMENDMENT CDA

Travel (cont'd)

development seminars/symposiums relative to rural fishery development activity. Field travel to particular regions would be coordinated by this staff and the Bethel based development specialist.

2 trips Anchorage - Juneau @ \$450	\$900
Per diem - 2 X 3 X \$100	\$600

2 trips Anchorage - Aleutian/Pribilof Is.	
2 X \$1,200	\$2,400
Per diem - 2 X 4 X \$150	<u>\$1,200</u>

TOTAL TRAVEL	\$5,100
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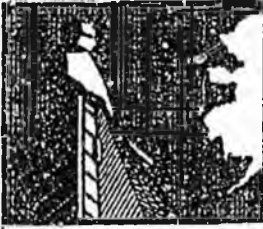
Interagency coordination: Besides working closely with the CDQ staff task force, this employee would be intimately involved with extra-departmental coordination with the University of Alaska system, the Alaska Center for International Business, the Center for Economic Development, affected regional ARDOR groups, the fishery industry, the business community, the financial community and other relevant groups; i.e. regional native corporations, mayors associations, affected economic development organizations.

Included in this coordination effort would be preparation and organization of planning seminars, training programs, fishery association development, explanation and assistance in benefit management and individual board training assistance, etc.

GBA
ADDITIONAL
EXPLANATION
FORM

AGENCY COMMUNITY & REGIONAL AFFAIRS
BFU EMPLOY/TRAIN/RURAL DEVELOPMENT
COMPONENT COMMUNITY DEVELOPMENT ASSISTANCE

PAGE 6 OF 6	FY 94
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BSFA**Bering Sea Fishermen's Association**

725 Christensen Drive
Anchorage, Alaska 99501
(800) 770-8519 (Within Alaska)
(907) 279-6519
FAX (907) 258-6688

Serving western Alaska small boat fisheries since 1880

March 16, 1993

The Honorable Carl Moses
Chairman
Special Committee on Fisheries
Alaska House of Representatives
State Capitol
Juneau, Alaska 99801-1182

Dear Representative Moses:

At your committee's March 12 hearing on House Concurrent Resolution No. 9, "Relating to state management of the Western Alaska Community Development Quota Program and state fisheries development policy", Mr. Bruce Weyhrauch, an attorney working for the Alaska Crab Coalition, presented testimony and asked a series of questions about the CDQ program.

None of Mr. Weyhrauch's questions were particularly relevant to the actual language of the proposed CS before the committee. Instead, Mr. Weyhrauch's intention appeared to be to raise doubts about the validity of the entire CDQ program.

At this time, for the benefit of the committee, I wish to respond to Mr. Weyhrauch's questions and respectfully request that this letter be included as part of the committee's formal record on HCR 9.

Below I have paraphrased Mr. Weyhrauch's questions, from my notes, and have then responded with my answers. The questions are not Mr. Weyhrauch's exact words, but I believe I have accurately summarized the substance of his comments.

Is it appropriate to expand CDQs to other areas of the state?

From my reading, HCR 9 contains no direct references to the expansion of the CDQ program to other areas of the state. Instead, the resolution focuses on the program as it currently exists along the Bering Sea coast. To the best of my knowledge, none of the existing CDQ organizations have taken a position on this issue. The general feeling is that the people who will be affected need to decide what

will work best for their regions. The CDQ program as it now exists addresses a specific situation in western Alaska.

Is it appropriate to expand CDQs to other fisheries?

This question can best be answered by determining what course of action is in the best interests of the State of Alaska. Specific information on the results of the CDQ program -- number of Alaskans employed, number of Alaskans in training programs, new fisheries markets established in Alaskan communities, etc. -- will be available later this year. If the CDQ program is successful in achieving its overall goals -- more employment for Alaskans and more economic opportunities within Alaska -- it may very well be appropriate to expand the program to other species in the Bering Sea. Dollars generated in rural Alaska circulate throughout the state and benefit the entire Alaskan economy.

Because we have a federal Economic Development Block Grant program, why do we need CDQs?

Not enough funds are available from federal block grants to initiate and complete the projects that are needed in western Alaska. The block grants also are competitive, require matches, and are not specifically fisheries-oriented. Block grants have been in existence for many years and have not been able to address the problems of western Alaska on the scale required. Additionally, one of the goals of the CDQ program is to give the residents of western Alaska the opportunity to participate in the harvest of a resource that, literally, can be found off their front doorsteps. This could not possibly be accomplished through federal block grants.

What will be the scope of CDQ corporation investments? Should the legislature limit what CDQ funds can be spent on?

State and federal CDQ regulations are very clear on this point. Proceeds from CDQ operations can only be invested in fishery-related projects and ventures. The results of these projects and ventures will be evaluated when the CDQ organizations submit applications to the state for 1994-95 quota awards. State officials have said the organizations that follow the rules and invest their revenues effectively and successfully will be rewarded with more quota while those who fail will be shut out of the program.

With the reauthorization of the Magnuson Act now pending before Congress, shouldn't the state move cautiously on CDQs in deference to national concerns?

The CDQ program is one of the most significant fisheries development programs ever implemented in the State of Alaska. It attempts to address the specific problem of poverty and unemployment in western Alaska Native villages by providing the residents of the region with an opportunity to have access to a rich fisheries resource that can be found right off their shores. The program was

March 16, 1993

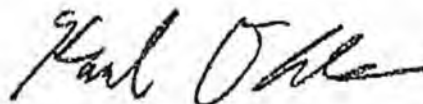
carefully designed with a great many government-regulated checks and balances. It places western Alaska communities in partnerships with established seafood processing companies in order to guide them to full participation in the fisheries. Most importantly, the entire State of Alaska will benefit from a successful CDQ program. More Alaskan residents will be employed and more dollars will be generated that will circulate within the state's economy.

Most of the concern expressed in Washington D.C. about CDQs is based on misunderstandings and misinformation about the purpose and actual operation of the CDQ program.

The State of Alaska should be proud of the CDQ program and should not be reluctant to publicize its accomplishments. Additionally, successful programs should not be restrained, but used as a model for future endeavors. If anything, the Magnuson Act should be amended to encourage CDQ implementation.

Thank you for your consideration of my comments. Please do not hesitate to contact me if I can provide you with additional information.

Sincerely,



Karl Ohls
Fisheries Development Specialist

cc: Rep. Lyman Hoffman
Mr. John Walsh, DCRA
Ms. Donna Parker, DCED
Mr. David Benton, ADF&G
Aleutian Pribilof Island Community Development Association
Bristol Bay Economic Development Corporation
Central Bering Sea Fishermen's Association
Coastal Village Fishing Cooperative
Norton Sound Economic Development Corporation
Yukon Delta Fisheries Development Association

HCR

12

HOUSE COMMITTEE REPORT

(9) [Redacted]
Date Referred: February 10, 1994

FURTHER REFERRAL [Redacted] Transportation Finance

Date of Committee Action: 3/4/93

The RESOURCES Committee considered: HCR 12

HOUSE CONCURRENT RESOLUTION NO. 12 USE OF NATURAL GAS IN MOTOR VEHICLES

Relating to the use of natural gas as a motor vehicle fuel in Alaska.

RECOMMENDATIONS:

be replaced with CS HCR 12 (O & G) the same title
 a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) DEC / 2-14-94

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Bill Hudson</i> Hudson	✓				
<i>Robert Carney</i> Carney	✓				
<i>Robert Green</i> Green	✓				
<i>James James</i> James	✓				
<i>David Finkelstein</i> Finkelstein	✓				
<i>Paul Davies</i> Davies	✓				
<i>Gordon Mulder</i> Mulder	✓				
<i>John Bundel</i> Bundel	✓				
<i>W. Williams</i> Williams	✓				

W. Williams
CHAIRMAN'S SIGNATURE



Representative David Finkelstein

SPONSOR STATEMENT
HCR 12

A resolution relating to the use of natural gas as a motor vehicle fuel in Alaska.

As the nationwide drive toward alternative fuel use accelerates, Alaska's progress appears to be stalled. Yet, our huge, underused natural gas reserves can be put to very beneficial use in fueling motor vehicles, fueling our economy, and reducing pollution.

Currently, natural gas is used in Alaska for electrical generation, heating, and cooking. The resource would be more fully exploited if it were marketed to fuel the approximately 120,000 vehicles operating in southcentral Alaska, where natural gas is widely available.

Alaska's high-quality natural gas is a very viable fuel for motor vehicles. Rich in methane and high in octanes, it creates 90% less health-threatening carbon monoxide than gasoline. The persistent problems in controlling CO emissions in Anchorage and Fairbanks could be solved if more motorists there switched to natural gas.

Using natural gas as a motor fuel would help to eliminate the leaking underground storage tank problems inherent to gasoline and diesel fuels, because if natural gas leaks, it simply dissipates into the atmosphere. It produces significantly lower levels of harmful pollutants such as benzene than do gasoline and diesel vehicles.

Motorists--especially truckers--would save money by using natural gas, since it is much less expensive than gasoline or diesel, and necessitates less maintenance. Natural-gas vehicles have been in use in Alaska for many years, and employ proven technology.

Soon, federal laws will mandate alternative-fuel use and impose much stricter emission standards. It makes sense to anticipate such requirements by drawing on and developing our own rich resources.

This resolution encourages federal, state, municipal, and private fleet operators in Alaska to use natural-gas cars, trucks, and buses, and it encourages the rapid development of natural-gas fueling stations.



*Department of Transportation
and Public Facilities*

POSITION PAPER

BILL NO: HCR 12

APPROVED:

A handwritten signature in black ink, appearing to read "Randy Simon", written over a horizontal line.

TITLE: Use of Natural Gas in Motor
Vehicles

DATE: March 8, 1993

DOT&PF supports and encourages the passage of this resolution. In partnership with the Department of Environmental Conservation (DEC), DOT&PF has actively supported and encouraged the use of natural gas as an automotive fuel, including sponsoring a conference on this topic in December, 1992. The two departments are now embarking on the formation of a joint government-industry panel to address what actions are needed to foster an increased supply and demand of natural gas as a motor vehicle fuel for Alaskan fleet vehicles and the general public.

Aside from our enthusiastic support for this resolution, we would like to offer some friendly amendments.

An additional benefit to Alaska in the development of natural gas as an automotive fuel is the presence of the Phillips Petroleum natural gas liquification plant at Nikiski. It provides an opportunity to economically transport natural gas to locations in the state not presently served by natural gas pipelines. Thus the expanded development of a refueling infrastructure is not geographically bound by the present pipeline system.

We, therefore, recommend an additional "whereas" clause to the effect:

"Whereas the presence of a natural gas liquification plant at Nikiski would allow for the economic shipment of natural gas to regions of the state not currently served by natural gas pipelines."

For Further Information contact Katy McHugh at 465-3900.

BILL NO: HCR 12

TITLE: Use of Natural Gas in Motor Vehicles

DATE: March 8, 1993

A further benefit of natural gas is that it is readily suited to heavy duty engines, including highway trucks, which may be facing significant fuel cost increases if the state is not granted an exemption from the low-sulphur diesel fuel requirements of the Clean Air Act. This benefit of natural gas could be addressed with the following clause:

"Whereas natural gas could benefit the commercial motor carrier industry through the availability of reliable, inexpensive fuel which will meet the pending low-sulphur requirements of the Clean Air Act."

A final recommended clause might address the reliability aspects of natural gas in Arctic conditions:

"Whereas natural gas is a proven performer in the Arctic conditions of Alaska having been in use in the North Slope Borough for more than 10 years on a year-round basis."

Finally, in view of the role that might be played by the commercial motor carrier industry, the Phillips Petroleum liquification plant at Nikiski and the Department of Environmental Conservation, I would recommend the addition of the following to the "Copies" paragraph at the end of the resolution:

Mr. Frank Dillon, Executive Director, Alaska Trucking Association
Mr. Roy Lyons, Kenai Region Manager, Phillips Petroleum
Honorable John Sandor, Commissioner, Environmental Conservation

FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO. CS HCR 12 (O&G)

Revision Date: _____
 Title: A Resolution Relating to the Use of
Natural Gas in Alaska
 Sponsor: Representative Finkelstein
 Requestor: House Oil & Gas Committee

Department Affected: Environmental
Conservation
 BRU: Environmental Quality
 Component: Air Quality Management

COMPONENT SERIAL NO. 1428

Expenditures/Revenues:

(Thousands of Dollars)

	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
OPERATING EXPENDITURES						
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	0.0	0.0	0.0	0.0	0.0	0.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND&STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS,CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE

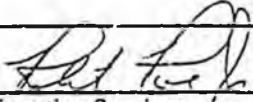
1002 Federal Recci	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipt	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY94) cost: \$ _____

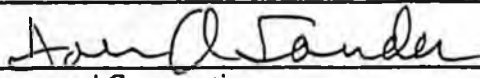
POSITIONS:

FULL-TIME	0.0	0.0	0.0	0.0	0.0	0.0
PART-TIME	0.0	0.0	0.0	0.0	0.0	0.0
TEMPORARY	0.0	0.0	0.0	0.0	0.0	0.0

ANALYSIS: (Attach a separate page if necessary.)

Prepared by: Bob Poe, Director 
 Division: Information & Administrative Services

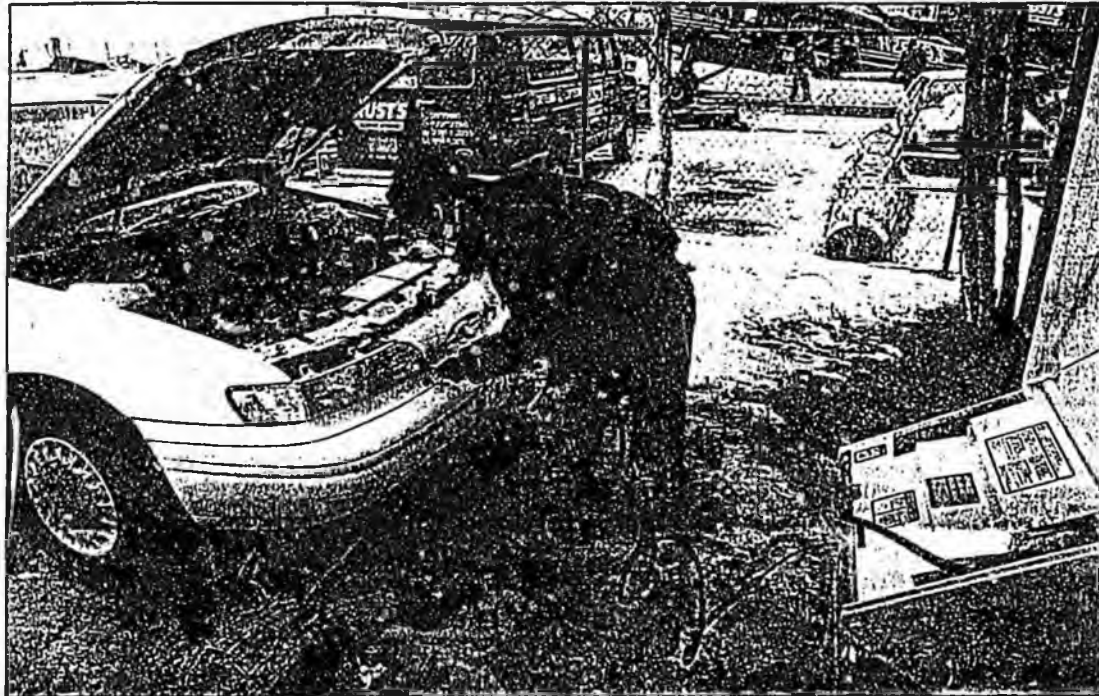
Phone : 465-5010
 Date : 2/14/94

Approved by Commissioner: 
 Agency: Department of Environmental Conservation

Date: 2/14/94

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BOB HALLIKEN / Anchorage Daily News

Diana Hotkis, procurement specialist for the state department of transportation, demonstrates the overnight refueling.

State tries to set example by driving with natural gas

By HUGH CURRAN
Daily News reporter

2/7/94

Ken Langel knew he had to floor it and make the big van zoom.

"See? Notice any difference?" Langel asked as the cavernous white Dodge and its natural gas-sipping engine roared to life and raved down Alcraft Drive on the banks of Lake Hood.

Langel knows that before Alaskans will accept compressed natural gas-powered cars and trucks as another option to consider on the showroom floor, they'll have to first be convinced how familiar and routine the cleaner-burning fuel can be.

"You don't need to know one thing different to drive one of these," he said.

As manager of the 2,500-vehicle fleet for the state Department of Transportation and Public Facilities, Langel and department commissioner Bruce Campbell see compressed natural gas-fueled vehicles as a way to cut down on the fleet's contribution to Anchorage's carbon monoxide problems. Introduce the idea to the public and blaze the trail for widespread, everyday use by residents.

The department took delivery of five vehicles last month to test the practicality and driver reactions to the alternative fuel. A Ford Taurus sedan, Chevy Blazer and Chevy van were converted locally to use either natural gas or regular gas at the flip of a switch. The Dodge Van and Dodge mini-van that the agency plans to buy next month use only compressed natural gas and come that way from the factory.

Langel said it's the recent availability of such factory-made natural-gas vehicles — along with growing air-quality concerns in Anchorage after years of federal clean-air standard violations — that made the time right to try natural gas.

"Compressed natural gas vehicles have been around for 20 or 30 years; it's not like a new rocket science," Langel said.

An Anchorage hotel has been using a natural gas van for the 10 years.

"But previously, there were performance problems with carbureted engines that fuel injection has solved. The tanks and the available pressure weren't as



BOB HALLIKEN / Anchorage Daily News

Ken Langel, fleet manager, with the natural-gas powered van.

Please see Page C-2, CARS

CARS: State goes natural gas

Continued from Page C-1

good before, either. We also finally have a wide selection of factory-made vehicles and a new environmental awareness that just wasn't there 10 years ago."

A 1990 test by the American Gas Association showed vehicles using compressed natural gas release less than a quarter of the carbon monoxide emitted by gasoline engines.

Based on talks with Lower 48 fleet managers who have used compressed gas for several years, Langel hopes to see miles per gallon equal to or greater than gasoline vehicles and the rough equivalent of 80 to 90 cents per gallon for the fuel.

Langel said another hoped-for advantage is reduced maintenance costs and longer engine life because the fuel is less likely to leave damaging deposits in the engine and on spark plugs.

The agency spent \$2,500 to \$4,500 to convert its three vehicles from gasoline to natural gas, Langel said. The factory models cost \$3,500 to \$5,000 more than gasoline vehicles. He said greater production should translate into lower costs.

The vehicles look, sound and feel no different from their gasoline cousins. The

only telling sign in the Taurus was something that looked like an oxygen tank under the hood and a small metal plug for refueling that sticks out of the grill.

Refueling is currently handled at the Lake Hood office through a compact pump that compresses the natural gas used in the department's building. Langel said the pump refuels an empty vehicle in six to 10 hours. The only commercial compressed natural gas station in Anchorage refills at almost the same speed as regular gasoline.

Langel said the availability of refueling stations will determine whether natural gas vehicles will ever see wide use.

"To really make a dent in air pollution you're going to have to get the public involved, and that can only happen if the refueling infrastructure is there," Langel said. "You'd need at least four stations in Anchorage, one in the Valley and one in Kenai."

Langel said to promote the building of such an infrastructure, local, state and federal agencies — as well as private companies such as Alaska Cab, Enstar, the Alaska Railroad and some tour companies — are putting the final touches on a group tentatively called the Alaska Compressed Natural Gas User's Coalition.

FACTS TO KNOW

Natural gas has an octane rating of 130.

Natural gas burns cooler than propane.

Natural gas remains a vapor when compressed.

Natural gas does not contaminate motor oil.

Natural gas starts more easily in cold weather.

Natural gas is not imported.

Natural gas must be odorized.

We can help support America by operating
our fleets on natural gas.

SHOULD
YOU USE
NATURAL GAS
AS YOUR
MOTOR
FUEL?



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HERE ARE MANY REASONS
TO USE NATURAL GAS
INSTEAD OF GASOLINE TO
FUEL YOUR VEHICLES.

The following are some of the most frequently asked questions:

Q Is natural gas safe as a motor fuel?

A Yes! Natural gas is safe. Here are some reasons why:

At 1100°, the ignition temperature of natural gas is approximately 500 F° higher than gasoline.

There are strict flammable limits for commercial natural gas. If the mixture is leaner than 4% or richer than 14%, natural gas will not ignite.

Natural gas is lighter than air. If a leak occurs, the gas rises in the air to the highest containment level and dissipates. When gasoline, propane and other liquid fuels leak, they often form puddles or settle into storm drains. Natural gas is even safe to use in tunnels and other below-grade facilities.

Q Are natural gas storage cylinders safe?

A Unlike a gasoline fuel tank, natural gas fuel cylinders are *at least* 3/8" thick, depending on the manufacturer's specifications. All natural gas cylinders are constructed to strict D.O.T. regulations.

Q What type of vehicle can be converted to natural gas power?

A Vehicles with either carbureted or fuel injected gasoline engines can utilize natural gas, including buses, trucks, cars, forklifts and stationary engines.

Q What happens to the equipment when a converted vehicle is retired?

A The equipment can be reinstalled on a new

vehicle several times with minor modifications. Thousands of conversion kits sold in the 70s are still in operation on new vehicles today.

Q How long does it take to fill a vehicle?

A A "Quick Fill System" only takes a few minutes. A "Time Fill System" can automatically fill many vehicles overnight while unattended.

Q How many vehicles can be filled with a "Time Fill System?"

A The refueling station can be sized to fill any size fleet in a given time span.

Q Who can install the equipment?

A We can install the equipment for you or train your mechanic to install it.

Q How much will it cost?

A Prices vary for each situation; however, after asking you a few questions about your fleet, fuel consumption and parking arrangements, a firm price can be quoted.

Q How long does it take to recoup my investment?

A Depending on the fuel consumption of the vehicles converted, the pay back period is approximately 30 to 36 months. A higher mileage vehicle has a faster pay back period.

Q Does the refueling station need to be in a building or on a skid?

A No! This equipment is designed to be used in any type of weather. An enclosed building requiring thousands of dollars worth of additional equipment is not necessary. A simple shelter over the equipment, enclosed on three sides, is needed for maintenance personnel protection.

Q What happens if the vehicle runs out of natural gas?

A A fuel selector switch mounted on the dash allows the driver to change from natural gas to gasoline.

As national concern over the environment and energy security increases, more and more vehicles will be running on alternative fuels. Natural gas — the same energy that has safely and comfortably heated homes and cooked meals for more than 100 years — will be used in many of our cars, trucks and buses. Natural gas has multiple advantages over other transportation fuels: it's cleaner, it costs less, it's readily available throughout the country, it's a domestic fuel and it has a proven safety record.

Here are answers to the questions most frequently asked about natural gas vehicles (NGVs):

Q: What kind of vehicles can run on natural gas?

A: Almost all kinds of vehicles, from passenger cars and pickup trucks to school buses and garbage trucks, can run on natural gas. NGVs can be manufactured from the ground up, or existing gasoline or diesel vehicles can be converted by modifying the fuel system.

Q: Is natural gas a safe vehicle fuel?

A: Natural gas has an excellent safety record. There are two primary reasons: the structural integrity of the NGV fuel storage system and the physical properties of natural gas. The tanks used to store the natural gas are made of forged steel or fiberglass-reinforced aluminum one-half to three-quarter inches thick. They can withstand both crashes and heat far better than a standard gasoline tank, which is made of thin sheet metal. In addition, the natural gas tank actually adds to the structural integrity of the vehicle.

NGVs have "closed" fuel systems, which helps eliminate the evaporation characteristic of liquid fuel systems. In the unlikely event that a leak occurs in an NGV, the natural gas dissipates harmlessly into the atmosphere because it is lighter than air.

In addition, natural gas has a high ignition temperature. It ignites at about 1,200 degrees Fahrenheit, compared with about 600 degrees for gasoline. Natural gas also has a very narrow range of flammability; that is, in concentrations in air below about 5 percent and above about 15 percent, natural gas will not burn. The high ignition temperature and limited flammability range make accidental ignition or combustion of natural gas unlikely.

Q: Does the United States have enough natural gas to use in vehicles?

A: The United States has a huge natural gas resource base. The U.S. Department of Energy estimates that, with conventional supplies alone, the nation has at least a 60-year supply of natural gas at today's consumption rates. If so-called nonconventional supplies — some of which are already being produced — are included, the total natural gas resource base can provide more than a 200-year supply. Driving 8 million to 10 million NGVs every year would use about 1 trillion cubic feet (Tcf) of gas — less than 6 percent of our current annual natural gas consumption of 19.4 Tcf.

Q: Is natural gas readily available?

A: The natural gas transportation and storage network, a 1.2 million-mile underground pipeline system, is already in place. All 50 states and all major metropolitan areas have access to gas service.

In addition to its extensive distribution system, natural gas has another key advantage — it's primarily a domestic fuel. About 92 percent of the natural gas used in the United States this year will be produced in the United States. Almost all the rest will come from Canada.

Q: What are the environmental benefits of NGVs?

A: Vehicles fueled with natural gas produce significantly lower levels of harmful pollutants than gasoline or diesel vehicles. For example, NGVs reduce emissions of carbon monoxide by 90 percent and reactive hydrocarbons (which play a major role in the formation of ground-level ozone, the principal ingredient of smog) by 85 percent. Natural gas contains no particulates, such as those associated with diesel fuel, and also reduces emissions of carbon dioxide, the principal "greenhouse" gas.

Q: How do the costs of gasoline, natural gas and other alternative fuels compare?

A: Natural gas as a vehicle fuel actually costs less today than conventional gasoline, and much less than methanol. The price of natural gas sold for vehicle use ranges from 65 cents to 79 cents for the energy equivalent of a gallon of gasoline. The comparable price of methanol (M85, priced on the West Coast) is \$1.43 per gallon equivalent versus \$1.23 for gasoline.

In addition, on-the-road experience with NGVs shows that standard maintenance can be reduced, because natural gas is a very clean-burning fuel.

Q: How much does an NGV cost?

A: It costs from \$2,500 to \$3,500 to convert a car to run on natural gas. Costs are higher for larger vehicles and vary depending on the number of fuel tanks installed. For most vehicles, installation of a natural gas fuel system takes only one or two days. Modified vehicles may run on either natural gas or gasoline since the liquid fueling system remains intact.

"Dedicated" NGVs run only on natural gas and cost slightly more than gasoline or diesel vehicles because of the cost of the sturdy storage tanks. The U.S. Department of Energy estimates that mass-produced NGVs will have a price tag about \$800 higher than conventional vehicles.

Q: Is anyone currently manufacturing original-equipment NGVs?

A: All the major U.S. automobile, truck and bus manufacturers are building and road-testing prototype vehicles that run on natural gas. For example, the GMC Truck Division of General Motors Corp. is building dedicated natural gas light-duty pickup trucks, and Chrysler Corp. is building natural gas vans. Meanwhile, Ford Motor Co.

is field-testing vans, pickups and sedans. United Parcel Service (UPS) is sponsoring development of a natural gas engine for its familiar brown delivery trucks, and a natural gas engine for school buses, made by Tecogen Inc., has been certified by the California Air Resources Board (CARB). The school bus engine is the first alternative-fuel engine to get CARB approval. Heavy-duty engines are under development by Cummins Engine Co., Hercules Engines Inc. and Detroit Diesel Corp. The Flexible Corp. and Bus Industries of America are making natural gas mass-transit buses.

Q: How does an NGV work?

A: The only major difference between a gasoline vehicle and an NGV is the fuel system. For use in an NGV, natural gas is compressed to approximately 3,000 pounds per square inch and stored in high-pressure steel or aluminum tanks installed in the rear or the undercarriage of a vehicle. When the engine requires fuel, the natural gas leaves the tanks and travels through a high-pressure fuel regulator located in the engine compartment. The natural gas enters the carburetor or is injected at atmospheric pressure through a specially designed natural gas mixer, where it is combined with air.

NGVs can be designed to operate in three different modes. A vehicle that runs solely on natural gas is called a "dedicated" vehicle. Vehicles that operate on either natural gas or gasoline at the flip of a switch are "bi-fuel" vehicles. Those that operate on natural gas and diesel fuel at the same time are "dual-fuel" vehicles. Best performance is achieved when a vehicle is designed to run only on natural gas, because the engine can then be set to take full advantage of the fuel's high octane, which exceeds 120. Bi-fuel vehicles typically are equipped to switch automatically to gasoline when the natural gas tank reaches empty. In addition, a simple electronic device is usually added to adjust the engine's timing when a switch is made from one fuel to the other.

Q: How are NGVs fueled?

A: The commercial dispenser that fuels NGVs looks a lot like a gasoline pump. A small hose connects easily to the vehicle's fuel system with a coupling device. When the tank is full, the dispenser automatically shuts off.

NGVs are fueled on a "quick-fill" or "timed-fill" basis. Quick-fill dispensers fuel a vehicle in about five minutes. Timed-fill stations take longer, depending on the number of vehicles being served at one time and the size of the fueling unit. Timed-fill stations are popular with operators of vehicle fleets that return to a central location each night, where the vehicle can be hooked up to a natural gas dispenser overnight or for a specified time period and even fueled unattended.

Home dispensers are also available. They are smaller than commercial dispensers, about the size of an air conditioning compressor, and are connected directly to the home's natural gas line. Home fueling appliances use the timed-fill method, so vehicles usually are fueled overnight.

Q: How many NGV fueling stations are there in the United States?

A: By early 1992, nearly 500 fueling stations for NGVs were operating in 43 states and the District of Columbia. More than one-half of the stations are open to the public or available through special arrangements with the operator. The rest are used by private fleets. Oil companies involved in public fueling stations include Amoco, Exxon, Mobil, Texaco, Unocal, FINA, Shell, Chevron, Conoco and Phillips 66.

Q: Are NGVs used in other countries?

A: Natural gas as a vehicle fuel has a long-established record in Europe, Canada, New Zealand and Australia. Italy has been using natural gas to power vehicles since

the 1940s, and has about 300,000 NGVs and 240 filling stations.

Q: How will NGVs help cities meet the requirements of the Clean Air Act Amendments of 1990?

A: The Clean Air Act Amendments of 1990 have much tougher vehicle emissions standards, beginning with model-year 1994. NGVs can already meet these standards.

In 22 urban areas, the new law will require all fleets of 10 or more vehicles that are capable of central fueling to purchase alternative-fuel vehicles, in phased-in percentages beginning in model year 1998. Legislation being considered by Congress would move up that date and broaden the concept to include most major urban areas.

In California, the Amendments require that a special pilot program be adopted, involving the mandated production and sale of clean-fuel vehicles — 150,000 vehicles beginning in model year 1996 and growing to 300,000 vehicles in model year 1999 and thereafter.

Finally, an urban bus initiative in the new law is designed to reduce particulate emissions and to encourage the use of clean-fuel buses for mass transit. Natural gas buses are operating successfully in many American cities, are meeting the standards and are emitting virtually no particulates.

Q: How can NGVs contribute to America's energy security?

A: Although most U.S. economic sectors have diverse energy sources, the transportation sector is currently about 96 percent dependent on oil. The United States is dependent on foreign oil for nearly 50 percent of its energy needs. In 1991, the United States spent \$44 billion dollars to buy imported oil, which is over half the nation's total trade deficit. The best way to increase energy security and reduce the trade deficit — without a

negative environmental or economic impact — is to replace the use of imported oil with domestic natural gas. The most obvious place to begin is in the transportation sector.

Q: Who is likely to be driving NGVs today and in the near future?

A: Auto, truck and bus fleets are particularly well suited for NGVs, because they can share a central fueling station. Since a national network of public NGV fueling stations is still developing, widespread use of natural gas in privately owned, individual vehicles will come later.

Q: Where can I get more information on NGVs?

A: For more information on natural gas vehicles, contact:

American Gas Association
1515 Wilson Boulevard
Arlington, VA 22209
(703) 841-8400

Cherry Creek Schools Compressed Natural Gas (CNG) Program

Cherry Creek School District began converting its buses to CNG ten years ago. This was when clean air, the cost of fuel and environmental issues triggered the District's research on alternative fuels. The district chose CNG because of safety issues and the abundant supply of natural gas.

Cherry Creek's Experience:

In 1982, when gasoline prices jumped to 95 cents a gallon, unleaded was replacing regular gasoline at the pumps and as concern for the environment was being launched, Cherry Creek began converting 18 of its buses to CNG. As the years passed and CNG technology expanded, 35 more buses were converted.

Today 53 vehicles operate on bi-fuel conversions, 14 performed by Cherry Creek's own mechanical staff. Bi-fuel means the vehicle is equipped with both gasoline and CNG, and can operate on either fuel. The advantage to having both fuel options is flexibility. When the CNG system is down, buses can fuel with gasoline, or on trips they have the capability to run on both gasoline and CNG.

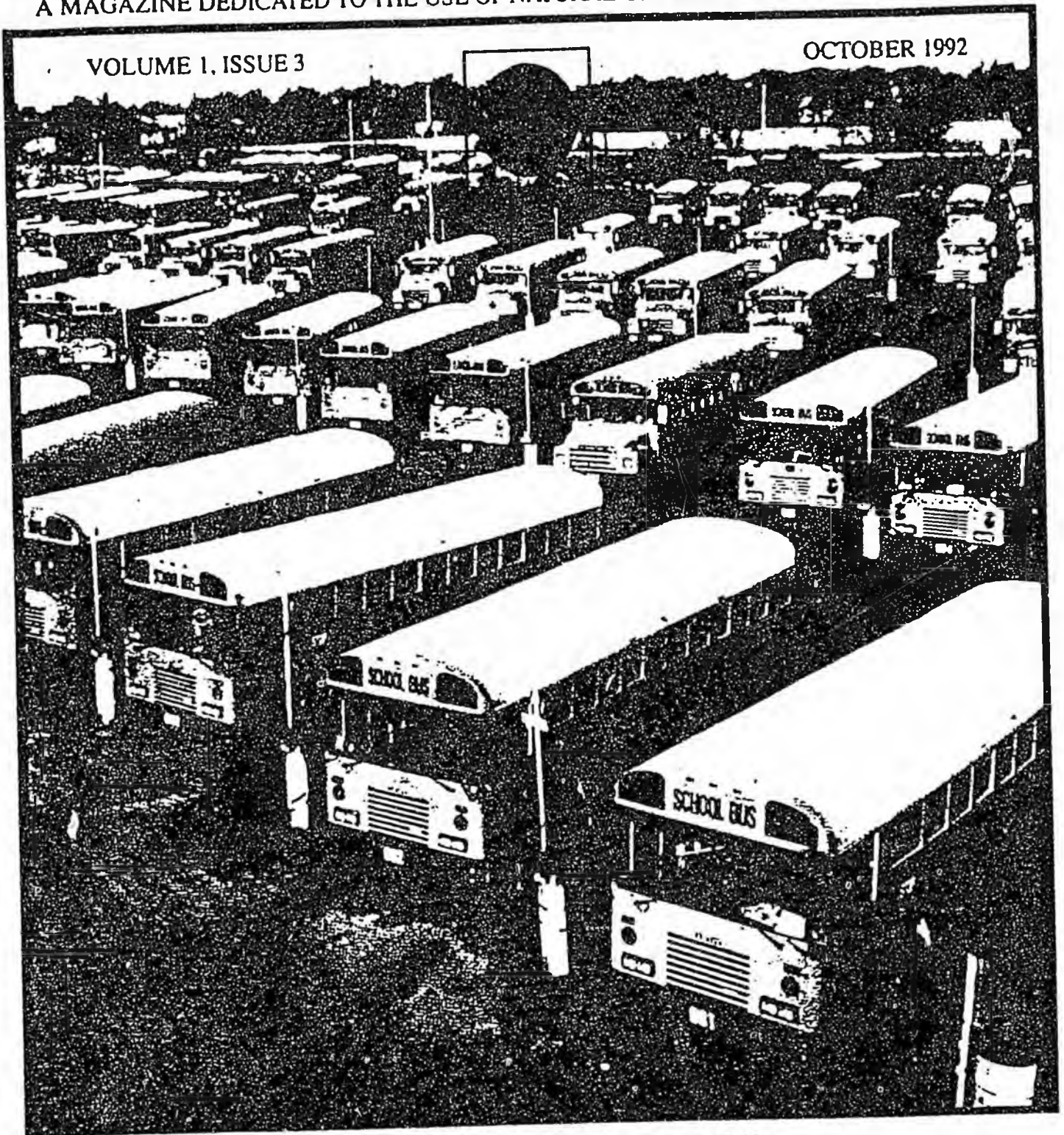
The drivers hardly notice the difference on the newer vehicles, on older vehicles the driver can shift to gasoline when the added power is needed. It should be noted that newer fuel injection systems seem to operate with less problems than carbureted fuel delivery systems.

NATURAL GAS FUELS

A MAGAZINE DEDICATED TO THE USE OF NATURAL GAS AS A TRANSPORTATION FUEL

VOLUME 1, ISSUE 3

OCTOBER 1992



- Putting Words Into Action: NGVs Go Public
- Alternative Fuels on the Campaign Trail
- Vehicle Fill Pressure Q&A

Federal Fleet NGV Purchase Plan by State

	1993	1994	1995	1996	1997
Alabama	10	9	13	12	23
Alaska	2	4	7	11	18
Arizona	37	26	42	37	41
Arkansas	1	1	2	2	3
California	760	563	673	666	816
Colorado	108	67	57	120	99
Connecticut	0	0	0	0	0
Delaware	0	0	0	0	0
District of Columbia	93	60	187	172	206
Florida	6	2	5	8	5
Georgia	29	33	28	44	47
Hawaii	2	2	2	4	4
Idaho	10	11	10	21	27
Illinois	25	30	14	19	22
Indiana	2	2	4	4	6
Iowa	6	1	2	2	6
Kansas	4	12	6	6	9
Kentucky	4	10	11	10	22
Louisiana	29	11	45	22	36
Maine	0	0	0	0	0
Maryland	16	26	28	22	35
Massachusetts	14	6	23	33	63
Michigan	1	1	2	2	4
Minnesota	3	9	9	12	21
Mississippi	0	0	0	0	0
Missouri	2	4	6	9	6
Montana	68	61	64	70	64
Nebraska	0	0	4	0	0
Nevada	34	18	23	26	29
New Hampshire	0	0	0	0	0
New Jersey	4	5	15	7	13
New Mexico	14	20	41	41	29
New York	30	16	40	47	94
North Carolina	5	4	6	6	7
North Dakota	3	9	6	14	11
Ohio	1	4	7	2	11
Oklahoma	45	5	6	6	7
Oregon	18	22	48	57	82
Pennsylvania	24	27	31	22	38
Rhode Island	0	0	0	0	1
South Carolina	135	235	229	189	205
South Dakota	5	5	12	3	7
Tennessee	30	6	41	78	176
Texas	44	49	47	50	32
Utah	8	18	13	13	18
Vermont	0	0	0	0	0
Virginia	21	35	23	45	59
Washington	3	6	3	5	12
West Virginia	4	7	1	4	27
Wisconsin	2	4	6	7	13
Wyoming	15	24	14	15	24
Vehicles to be placed	650	1,053	1,298	1,528	2,186
TOTAL	2,327	2,523	3,154	3,473	4,664

Source: Dept. of Energy draft report on alternative fuel vehicle five-year purchase plan

**** AGENDA ****

- 1 HCR 12 USE OF NATURAL GAS IN MOTOR VEHICLES
- 2 SB 238 COASTAL ZONE MANAGEMENT PROCEDURES
- 3 SB 151 OIL & GAS EXPLORATION INCENTIVE CREDITS

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4 REP	J	GREEN		TSFY. ALL ITEMS
				AK (907)000-0000
5 REP	J	JAMES		TSFY. ALL ITEMS

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HOUSE RESOURCES COMMITTEE

DATE: 3/4/94

PLACE: Capitol, Room 124

SUBJECT OF MEETING:
 HCR 12 - USE OF NATURAL GAS IN MOTOR VEHICLES
 SB 238 - COASTAL ZONE MANAGEMENT PROCEDURES
 SB 151 - OIL + GAS EXPLORATION INCENTIVE CREDITS

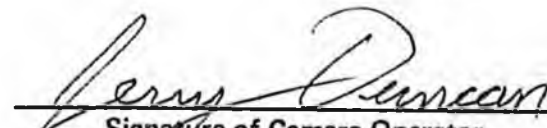
NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
ROGER ALLINGTON ✓	DOT & PF	3132 Channel Dr. Juneau	99801		465-6978	(Y) N	SB 238
Paul Rusavewski ✓	State				3562	(Y) N	SB 238
JEFF OTKSEN	DOT & PF				6954	Y N	IF QUESTIONS HCR 12
Boen Gerblala	AG's				6772	Y N	IF QUESTIONS SB 238
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	

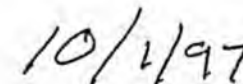


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Signature of Camera Operator


Date

HJR

17

HOUSE COMMITTEE REPORT

(9)

Date Referred: February 9, 1994

FURTHER REFERRALS:

Date of Committee Action: 3/7/94

The RESOURCES Committee considered:

HJR 17

HOUSE JOINT RESOLUTION NO. 17

MAGNUSON FISHERY CONSRV & MGT ACT

Relating to reauthorization of the Magnuson Fishery Conservation and Management Act.

RECOMMENDATIONS:

be replaced with CS HJR 17 (RES) the same title
 a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): _____ (Dept)

APPROVES PREVIOUS: _____ (Dept/Date)

fiscal impact _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) Fisheries Comm. / 2-8-94

SIGNING <u>DO PASS</u>	DP	<u>OTHER RECOMMENDATIONS</u>	DNP	NR	AM
<i>Bill Hudson</i>	✓				
<i>Janette James</i>	✓				
<i>Alton Hudd</i>	✓				
<i>W.F. Williams</i>	✓				

W.F. Williams
 CHAIRMAN'S SIGNATURE

MIKE NAVARRE
REPRESENTATIVE

DISTRICT 9

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HOUSE OF REPRESENTATIVES

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STATE CAPITOL
JUNEAU, AK 99801-1182
(907) 465-3779

HOME ADDRESS
Box 169 — KENAI, AK 99611
(907) 262-7842

SPONSOR STATEMENT

February 14, 1994

TO: Representative Bill Williams, Chairman of House Resources Committee

FROM: Representative Mike Navarre *Mike*

SUBJECT: House Joint Resolution 17, A resolution relating to the re-authorization of the Magnuson Fishery Conservation Act.

.....

HJR 17 relates to the Magnuson Fishery Conservation and Management Act of 1976, currently up for re-authorization in the U.S. Congress. This Act was last re-authorized in 1990 for a period of three years. The Act serves two purposes: 1) to make a national claim on the fisheries resources of the continental shelf in the band of marine waters from 3 to 200 miles offshore--the exclusive economic zone (EEZ); and 2) to set up a system for managing and conserving the fisheries resources within this zone. To meet this management and conservation aim, Congress created the Regional Fishery Management Council system. Alaska is represented on the North Pacific Fishery Management Council.

In creating the Council system, Congress recognized the strong interest coastal states had in the fisheries resources of the EEZ off their shores. Congress charges the Councils with the primary responsibilities for determining management policy, within the EEZ, and mandates that the voting members of each of the eight regional Councils be drawn from the relevant coastal states. There is only one voting member representing the federal government on each Council.

The North Pacific Fishery Management Council is unique, among the eight regional Councils created by Congress, in that it is assigned responsibility for a portion of the EEZ lying entirely off the coast of a **single** state -- Alaska. All the other Councils' regions of authority span **multiple** state coastlines. Congress recognized this uniqueness, as well as historic participation in the fisheries off Alaska by the residents of Washington and Oregon, when prescribing the voting membership of the North Pacific Fishery Management Council. There are 6 votes from Alaska, 3 from Washington, 1 from Oregon, and 1 from the National Marine Fisheries Service.

Petersburg Vessel Owners Association

P.O. Box 232
Petersburg, Alaska 99833
Phone (907) 772-9323 Voice and Fax

February 11, 1994

Representative Bill Williams, Chairman
House Resources Committee
State Capitol
Juneau, Alaska 99801

Dear Representative Williams,

We would like to make you aware of our support for HJR 17, relating to the reauthorization of the Magnuson Fishery Conservation and Management Act. We feel it is essential that the State of Alaska send a strong message to Congress to maintain the current geographic composition of the North Pacific Fishery Management Council.

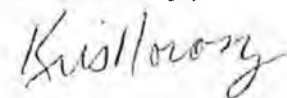
We have been active at the Council process since its inception. We believe the present composition of the NPFMC has been successful in representing and addressing the concerns and interests of the wide array of people who are involved in North Pacific fisheries. One of the criticism that has been levelled specifically at the NPFMC is that the Alaska majority controls the Council process. However, if one examines the voting record of the NPFMC, it is obvious that this is certainly not the case.

Retention of the current geographical composition of the NPFMC is extremely important to us. We are strong believers that it is imperative that the decision makers on the NPFMC are readily accountable to the fishermen and communities that are most affected.

The NPFMC has many fine accomplishments to its credit. The Council prohibited roe stripping, established the nation's first comprehensive domestic observer program, and has maintained the 2 million ton cap on Bering Sea harvests.

We support HJR 17 and hope that it will be fully embraced by both the Senate and House.

Sincerely,



Kris Norosz
Director



34824 Kalifornsky Beach Road • Suite E • Soldotna • Alaska • 99669 • (907) 262-2492

February 6, 1994

Representative Mike Navarre
State Capitol, Room # 521
Juneau, Alaska 99801-1182

Sent By FAX Transmission

Dear Representative Navarre:

Subject: SJR 17 and HJR 17

The Kenai Peninsula Fishermen's Association (KPFA) is a group of over 400 commercial salmon fishermen in the Cook Inlet area.

KPFA strongly supports the reauthorization of the Magnuson Fishery Conservation and Management Act. We also support the current geographic composition of the North Pacific Fishery Management Council. The majority of the membership of the council responsible for the high seas fisheries off Alaska should rightfully be Alaskans.

Thank you for introducing this resolution, Representative Navarre!

Sincerely,

Ken Coleman
President

**UCIDA****UNITED COOK INLET DRIFT ASSOCIATION**

P.O. Box 389 • Kenai, Alaska 99611 • 0389

(907) 283-3600 • FAX (907) 283-3306

February 7, 1994

SENT BY TELEFAX

Representative Mike Navarre
(Sponsor) HJR17
State Capitol, Room#521
Juneau, AK 99801-1182

SUBJECT: SJR17/ HJR17

Dear Representative Navarre,

United Cook Inlet Drift Association (UCIDA) would like to express our strong support for SJR17/HJR17. This legislation supports the retention of the current Alaskan majority on the North Pacific Fisheries Management Council (NPFMC).

United Cook Inlet Drift Association (UCIDA) represents the 585 salmon drift permit holders in Upper Cook Inlet. Some 350 permit holders are current members of our association. UCIDA is also active at the state and federal levels as a member of the Executive Committee of United Fishermen of Alaska (UFA).

Of all the Management Councils established by Congress under the Magnuson Act, NPFMC has clearly developed and sustained the largest conservation ethic. This is due, in large part, to the "Alaskan majority" since they represent thousands of Alaskan vessel owners and the many Alaskan coastal communities that have a vested interest in the long viability of the fisheries in the North Pacific.

We urge expeditious action on this legislation as it will reinforce similar positions already taken by our Congressional delegations as they work toward the reauthorization of the Magnuson Act.

Sincerely

Theo Matthews
Administrative Assistant

CC Senator Stevens
Representative Young

Senator Murkowski
UFA



Cook Inlet Seiners Association

P.O. Box 4311
Homer, Alaska 99603
235-2656

February 8, 1994

Representative Mike Navarre
Alaska State Capitol,
Juneau, Alaska 99801-1182

Dear Representative Navarre:

As you know, Cook Inlet Seiners Association (CISA), is a non-profit, Homer based fishing organization. CISA represents eighty-five percent of the seine permit holders in Lower Cook Inlet. We are writing on behalf of our membership in support of House Joint Resolution 17. Thank you for introducing this resolution that relates to the reauthorization of the Magnuson Fishery Conservation and Management Act.

The move by Washington State congresswoman, Jolene Unseold to change the composition of the council is unacceptable. Not only could assigning additional seats to representatives from the lower 48 place the management of Alaskan fisheries into the hands of non-Alaskan, it could also increase the possibility of the appointment of non-qualified people on the council. The fishery industry is facing difficult and complex issues. As a result, it is absolutely necessary and vital that only those with expertise and experience in the field are in decision-making roles.

The present council make-up has a proven track record of sound management. At this point in time, there is no compelling reason to change its composition.

Thank you again on behalf of the lower Cook Inlet Seiners.

Sincerely,

AlRay Carroll
AlRay Carroll, President
Cook Inlet Seiners Association

* PLEASE PRINT + INCLUDE *
COMPLETE MAILING ADDRESS



HOUSE RESOURCES COMMITTEE

DATE: 3/7/94

PLACE: Capitol, Room 124

SUBJECT OF MEETING:
 HJR 17 - Magnuson Fishery Conservation + mgt. Act
 HB 404 - Land Allotments
 HB 448 - Waste + Use Of Salmon + Parts of Salmon
 SB 77 - Intensive management of Game

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
Bill Garry	State DNR Parks	400 Willoughby	99801		465-4563	(Y) N	HB 404
Geron Bruce	Fish/Game	P.O. BX 25526	99802		465-6193	(Y) N	HB 448
Dave Kelleyhouse	Fish & Game	"	"		465-4191	(Y) N	HS CSB 77 ✓
Ray Gillespie	Acquaintance	9478 Riverbend Ct	99801	784-3941	463-3377	(Y) N	HB 448
Kevin McDougall	FISHERMAN PROCESSORS	Box 714 Douglas	99824		364-2273	(Y) N	HB 448
Roger McKowan	Rep Hoffman					(Y) N	HB 404
John George	AOC	9515 Moraine Way Juneau	99802	789-0172		(Y) N	HB 77
						Y N	
						Y N	
						Y N	
						Y N	

HJR

20

HOUSE COMMITTEE REPORT

4/5
Rules

(9)
Date Referred: March 22, 1993

FURTHER REFERRALS:

Date of Committee Action: 4/5/93

The RESOURCES Committee considered:

HJR 20

HOUSE JOINT RESOLUTION NO. 20

AMEND N. AMERICAN FREE TRADE AGREEMENT

Urging modification of the North American Free Trade Agreement.

RECOMMENDATIONS:

be replaced with CS HJR 20 (ITT) the same title
 a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): _____ (Dept)

APPROVES PREVIOUS: _____ (Dept/Date)

fiscal impact _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) ITT Committee / 3-18-93

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Tom Carney</i>		<i>Can Bundo</i>		✓	
<i>Jeanette James</i>					
<i>Eric Davis</i>					
<i>W.R. Williams</i>					

W.R. Williams
CHAIRMAN'S SIGNATURE

HJR 20, Modifications to NAFTA
Representative Kay Brown

Sponsor's Statement

This Resolution would ask the U.S. Congress to obtain modifications to the North American Free Trade Agreement in order to *protect state's rights to manage their natural resources and environment, to encourage economic development and to protect their citizen's health.*

Alaska must take a stand on NAFTA because, as currently negotiated, the agreement

- *could undermine state procurement practices that encourage the purchase of Alaska products from Alaska businesses.*
- *could threaten state economic development initiatives that offer special programs, subsidies or investment incentives to domestic industries--even fish hatcheries!*
- *could severely restrict our right to manage our resources and environment according to policies and laws enacted by Alaskans.*
- *could exempt foreign food imports from the strict standards that apply to the products of American farms.*
- *could accelerate the "de-industrialization" of America by encouraging manufacturers to take advantage of lax health and safety laws and low wages south of the border.*

Free trade, a laudable goal, cannot be achieved by sacrificing the fundamental rights of states or the protection of our people.

FISCAL NOTE

No. 1

Bill Version: CSHJR 20 (ITT)

(H) Publish Date: 3/22/93

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Revision Date: _____

Dept. Affected: None-Resolution

Title: An Act relating to the North American Free Trade Agreement

BRU: _____

Sponsor: Rep. Brown

Component: _____

Requestor: _____

COMPONENT SERIAL NO. _____

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	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 FUND SOURCE:	0	0	0	0	0	0

FUNDING:

(Thousands of Dollars)

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF; Program Receipts	0	0	0	0	0	0
1006 GF; MHTIA	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

Estimate of current year (FY93) impact: \$ 0

ANALYSIS:

(Attach a separate page if necessary)

Prepared by: Walter Wilcox

Phone: 465-3743

Division: ITT Staff

Date: 3/18/93

Approved by Commissioner: Shirley James

Date: 3/18/93

Agency: House International Trade & Tourism Committee

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September 23, 1992

MEMORANDUM

TO: Representative Kay Brown

FROM: Linda J. Snow *L. Snow*
Legislative Analyst

RE: The Impacts of International Trade Agreements on Alaska State Laws
Research Request 93.013

You asked for information about the effect on Alaska state laws of the North American Free Trade Agreement (NAFTA) and the General Agreement on Tariffs and Trade (GATT). You specifically asked about Alaska laws that could be invalidated by these international trade agreements.

It is difficult to determine the exact impact of the NAFTA and the final agreement of the ongoing round of GATT talks (Uruguay Round) for several reasons. It is uncertain whether either of these agreements will be finalized or ratified by the U.S. Congress. The completion date for the Uruguay Round of the GATT has already been extended 15 times and the parties in the talks are still far from agreement. Political considerations in Europe (many elections are scheduled for 1993) suggest that no one will push for an agreement which may be unpopular. According to David Walsh, director of the Division of Insurance, Alaska Department of Commerce and Economic Development, and member of the several national and international committees dealing with financial services and international trade, the U.S. State Department appears to have given up on achieving an agreement for this round of GATT talks.¹ The main issue of contention is trade in agricultural goods.

The NAFTA has been presented to the U.S. Congress for "fast track" approval, which means the Congress can either approve or disapprove the agreement, but may not make amendments. In this agreement also, politics plays a part. According to Mr. Walsh, strong opposition to the NAFTA exists in both Canada

¹Mr. Walsh is a senior representative in the U.S. delegation to the Organization for Economic Cooperation and Development, chairman of the International Insurance Committee of the National Association of Counties, either chair or vice-chair of several committees of GATT and NAFTA dealing with financial services, and a member of an informal advisory group to the U.S. Department of Commerce on financial services and international trade agreements.

and Mexico. The outcome of the U.S. general election will also have a large impact on the status of these agreements.

Furthermore, if and when these agreements are implemented, their various provisions must be tested through challenges. Only when such challenges are resolved will the meaning of the provisions be clear, as the language is vague and subject to interpretation.² If the NAFTA is approved, many of the provisions will be similar to those of the GATT. Where the NAFTA is not in accord with the GATT, countries with a dispute may use the GATT criteria and dispute resolution processes if they choose, because the GATT is superior to the NAFTA.³

A 1964 Supreme Court decision (*Hostetter v. Idelwild*) ruling that state laws can be overridden by other laws requiring the United States to abide by international obligations implies that states are required to abide by international trade agreements to which the U.S. is a signatory. Proposed language for the evolving GATT and NAFTA agreements also suggests that state and local laws are subordinate to these international agreements, and that proposed state and local legislation must be available for review by the parties to these agreements. If the Uruguay Round of the GATT and the NAFTA become international law to which our country is a party, they potentially could impact state and local laws, regulations and programs in the following areas:

- export assistance or subsidies, such as that provided by the Alaska Industrial Development and Export Authority and the Alaska Seafood Marketing Institute;
- special treatment of residents in the procurement code, such as that given by the Alaska Products Preference Program;
- restrictions on nonresident and foreign ownership and investment, including investment in the banking and insurance industries, such as not allowing firms owned or controlled by foreign governments to be licensed in Alaska;

²Mr. Walsh jokingly calls the Uruguay Round of the GATT "the lawyers full employment act of 1993."

³In the NAFTA dispute resolution process, the burden of proof is on the challenger. However, under the GATT dispute resolution process, the burden of proof is on the party being challenged. The challenger may choose whether to use the GATT or the NAFTA dispute resolution process.

- import requirements above the "harmonized" "least-common denominator" international standards in packaging, production techniques, allowable levels of toxicity and other standards;
- export restrictions such as quotas and primary processing requirements;
- domestic industry subsidies such as small business assistance programs and state loans to fish hatcheries; and
- conformity assessment procedures which examine imports for compliance with state technical, environmental, and health and safety regulations.

The sectors of Alaska's economy which may be affected include agriculture, timber, fisheries, mining (including coal, oil and gas), financial services, and any business manufacturing a product or providing a service which receives a subsidy or business assistance. Even if state laws are not affected, state industries may be. For example, the Alaska commercial fisheries industry may be impacted if another party to GATT is allowed to "dump" competing products in the U.S. without restriction. Other possible impacts affect all residents of the state through potential relaxation of health and safety, and environmental regulation of imports and domestic products alike.

Many state and local laws may acquire limited "grandfather rights" or be exempted from these international agreements once they are identified. The Office of the United State Trade Representative (USTR) has surveyed the states to identify state laws which may conflict with the GATT and NAFTA agreements in some areas. Although we have been unable to obtain copies of those surveys from either state or federal agencies, we have obtained Alaska's response to a questionnaire from the U.S. Department of Treasury regarding state laws dealing with investments in Alaska by foreign and out-of-state entities which may impact the NAFTA (Attachment A).

Attachment B of this report is an excerpt from *U.S. Multilateral Trade Agreements and the States: An Analysis of Potential GATT Uruguay Round Agreements*, prepared by the Western Governors' Association, which provides a good overview of the progress of the Uruguay Round talks, and how they may impact state and local laws. Attachment C contains several articles and reports pertinent to the subject. They are:

- *GATT Decision on Beer/Wine Threatens State Sovereignty* by the National Conference of State Legislatures, July 10, 1992;
- *U.S.-Canada Free Trade Agreement: Possible Restrictions on Alaska's In-state Preferences* House Research Agency Memorandum 89.276, April 3, 1989;

Representative Brown
September 23, 1992
Page 4

- *U.S./Canada Free Trade Agreement and Alaska Exports*, Senate Advisory Council Memorandum 89-100004, January 18, 1989;
- *States Asked to Open Procurement to Foreign Competition*, by the National Conference of State Legislatures, August 22, 1991;
- *General Agreement on Tariffs and Trade: What It Is, What It Does*; and
- *Trade, Environment, and Sustainable Development: A Primer*, by Robert Housman and Durwood Zaelke.

Although it is not possible to know if either the Uruguay Round of the GATT or the NAFTA will reach fruition, it may be prudent for the state to undertake a systematic study to identify specific state and local laws which may be impacted by these agreements. In some cases, unless the specific laws are identified, they cannot be exempted from subordination to these international agreements. We have not included such a detailed study within the scope of the current research effort, as the complexity and value of the task deserves further discussion, particularly with administration officials who would be called upon to cooperate with the study. We also feel that legal assistance is essential to completion of this task.

We hope this information is helpful to you. If you need further assistance, please feel free to contact this agency.

Attachments



*Write Story
Legislative Research*

LEADING THE NEWS

NAFTA

NO DIRECT SANCTIONS ALLOWED IF MEXICO LAX IN ENVIRONMENTAL ENFORCEMENT, REILLY SAYS

If Mexico refused to enforce its environmental laws, the United States under the North American Free Trade Agreement could not directly apply trade sanctions, Environmental Protection Agency Administrator William Reilly said Sept. 15.

In such a situation, the United State would have no direct recourse except formal consultations with Mexico, Reilly told the House Ways and Means Committee.

Many members of Congress will vote against NAFTA because it does not contain an explicit provision on trade sanctions for lax environmental enforcement. — Rep. Matsui

Reilly also testified that it was "unrealistic" for Mexico not to enforce its environmental laws, statutes that the EPA chief said were comparable to U.S. laws. The possibility of Mexico relaxing its environmental enforcement "is remote," he said.

A number of Ways and Means members stressed the need for trade sanctions under NAFTA if Mexico does not enforce its environmental laws.

Rep. Robert Matsui (D-Calif) said he thinks many members of Congress will vote against NAFTA proposed by the Bush administration because the accord does not contain such a provision. Matsui noted that a major concern that many legislators have about the proposed NAFTA is that U.S. companies will move to Mexico because of lack of environmental enforcement.

If many U.S. businesses migrated south, remaining facilities would be disadvantaged competitively, said Rep. Jim McDermott (D-Wash). He said Congress wants to protect the U.S. environment but does not want to send businesses to Mexico.

Environmental Hammer

Matsui said NAFTA needs an environmental "hammer" clause — a provision that would give the United States leverage in negotiations over enforcement of environmental laws. Without such a provision, the NAFTA consultations would become primarily diplomatic rather than trade centered, he said.

Such a "hammer" clause could include provisions for the United States to snap tariffs back into place if Mexico is found to relax enforcement to pump up investment in its industrial sector, Matsui said.

Rep. J.J. Pickle (D-Texas) said if Mexico fails to enforce environmental laws along the border, his constituents need assurances that they will not "end up holding the bag." He added, "There must be a mechanism" to ensure enforcement.

Reilly pointed out that the United States could exclude products made in Mexico contrary to U.S. laws — such as those containing banned chemicals or hazardous waste shipped in violation of agreed-upon terms.

Reilly said Mexico and the United States are crafting on a parallel track to NAFTA a "cooperation agreement" to address pollution and environmental initiatives. This accord would establish a Joint Committee for the Protection and Improvement of the Environment.

The joint committee, Reilly said, would be composed of representatives from various federal agencies in both countries and led by two national coordinators, one from Mexico, one from the United States. It would meet regularly and on an emergency basis.

In addition, the Bush administration is seriously considering a suggestion by the National Wildlife Federation and the World Wildlife Fund that the United States, Mexico, and Canada form a trilateral environmental commission, Reilly said. This trilateral group would issue an annual report on the state of the environment in all three countries, he said.

Wyden Letter To Hills

Distributed at the Ways and Means Committee hearing was a Sept. 14 letter from Rep. Ron Wyden (D-Ore) to U.S. Trade Representative Carla Hills on NAFTA.

"You describe this proposed agreement as 'the greenest trade agreement in history,' but the fact is that much of it is more brown than green," Wyden wrote.

Like members of the Ways and Means Committee, Wyden expressed concern that the NAFTA fails to establish an adequate plan on relaxed enforcement environmental laws. He also said the proposed pact would not protect future environmental agreements that rely on trade sanctions for enforcement.

The proposed NAFTA would discourage countries from seeking to attract investment by weakening environmental laws "but provides for only consultation, not enforcement, if a country does so.

"The final NAFTA should treat such behavior as an actionable trade violation, just as it treats other violations of the investment rules," Wyden said.

The Oregon representative also expressed concern that the proposed accord would "allow a country to use NAFTA to veto another country's desire to join an environmental agreement that uses trade sanctions for enforcement." □

End of Section

Statement by the AFL-CIO Executive Council

on

U.S.-Mexico Free Trade Agreement

February 20, 1991
Bal Harbour, FL

The proposed U.S.-Mexico free trade agreement would be a disaster for workers in both countries. It would destroy jobs in the United States, while perpetuating exploitation of workers and inflicting widespread damage on the environment in Mexico. The beneficiaries would be multinational corporations and large banks.

To secure the eventual passage of an agreement, the Bush Administration is pushing hard for "fast-track authority" from Congress. This procedural tactic would allow only for a simple and unconditional yes-or-no vote without the opportunity for amendment by Congress.

The strategy behind fast-track authority is plain. The White House knows that the agreement cannot withstand searching scrutiny, and it is doing its best to prevent public debate.

There is a preview of what an agreement would bring. It is the maquiladoras, the U.S.-owned plants that operate inside Mexico along the border but produce goods exported back here.

The pay averages 60 to 80 cents per hour, barely a subsistence wage. Many workers live in shacks made of packing materials, with no running water, sewers, or electricity. The air pollution and toxic waste generated by maquiladoras are among the worst in the world.

The Wall Street Journal has noted that "[the maquiladoras'] very success is helping turn much of the border region into a sinkhole of abysmal living conditions and environmental degradation."

The maquiladoras have flourished because U.S. companies have seen an opportunity to pay Mexican workers a fraction of the wages that U.S. workers receive, and to evade the standards for occupational safety, workers' compensation and environmental protection that are required here.

The supporters of a U.S.-Mexico free trade agreement say it is a "ladder to prosperity" for Mexican workers; but all of the bottom rungs are missing. The reason that U.S. corporations have established facilities in Mexico is not to promote economic development, or raise the standard of living and level of consumption there; it is to increase corporate profits.

Can the States Live Happily After NAFTA?

The new North American Free Trade Agreement is likely to start more arguments than it settles.

BY PENELOPE LEMOV

Trade-policy junkies love to tell this tale—in part because it wraps wine and beer around international intrigue, but also because it provides a clue to what lies ahead for state governments if and when the North American Free Trade Agreement goes into effect.

The story starts a few years ago, when two U.S. brewers, Heileman and Stroh's, eyed the Canadian market and hoped to start selling some beer north of the border. It turned out that the Canadian provinces had laws, dating back to the Depression, that precluded the sale of any beer that wasn't brewed there. The two American companies, citing the General Agreement on Tariffs and Trade, claimed the requirements were unfair. The U.S. government sought a ruling on the issue from an international trade panel, and when that panel rendered its decision, Canada came out the loser: It had to let the American brewers come in.

But the Canadians struck back. They studied American laws and came up with hundreds of wine and beer regulations in more than 40 states that amounted to restraint of trade. Some of those state laws were giving tax preferences to wine from local vineyards; others were requiring that beer imported into a state be delivered by a common carrier rather than on a brewer's own truck.

The Canadians took their case to an international trade panel, and, last spring, that panel ruled that most of the U.S. statutes violated the interna-

tional trade law and that the U.S. had to tell its states to repeal them or face fines and sanctions. That is what the federal government is now in the process of doing. "There'll be a lot of surprised legislators this winter," says Charles Colgan, professor of public policy at the University of Southern

coming. NAFTA, a three-way trade deal involving the United States, Canada and Mexico, enlarges and strengthens the rules that have been in place thus far under the multinational GATT agreement. NAFTA goes far beyond imports and manufacturing. Its tentacles extend into the realm of state law on banking and insurance, regulations on health and safety, and laws protecting the environment. If Congress passes legislation implementing the trade agreement and the president signs it, NAFTA will reinforce and push forward a trend that developed out of the beer-wine case. This trade pact obligates the federal government to

an international agreement that states will be required to implement and fulfill in a wide range of areas.

This was once unthinkable by historical standards. Until the past few years, the role of the states in world trade was essentially nonexistent. International trade treaties dealt almost exclusively with federal tariffs on commodities and products. But in recent years, those agreements have been stretched to include non-tariff barriers such as licensing, subsidies and product standards—areas that fall within the traditional regulatory domain of states, not nations. This trend began to accelerate through the decade of the 1980s. Now it is a major focus of NAFTA.

Virtually every state regulates its economy in ways that are going to conflict with the agreement. Many of them require, for example, that the owners of an insurance company be residents of the state. Others

impose trucking safety standards that foreign vehicles do not necessarily meet. Most states impose requirements for banking charters that would make it extremely difficult for a Canadian or Mexican firm to enter the market.

Under NAFTA, the states will have two years to review those sorts of



Maine. "Somebody from Washington will arrive and say, 'The way in which you regulate the distribution of beer and wine in your state is now illegal, and you have to change it.'"

But the Sixpack Surprise isn't why Colgan and other trade policy people tell this story. They tell it because it may be just a pale imitation of what is

restrictions. They won't be required to repeal them, but they will have to pick and choose which ones to place on a list of laws and regulations that, even if they are discriminatory, will not fall under the watchful eyes of NAFTA and the trading partners.

While there is nothing to prevent a state from keeping all of its current laws, there are risks in doing that. If states grandfather in all their laws, they won't give Canada, with its \$285 billion services market, or Mexico, with its \$146 billion services market, much incentive to open up their markets more broadly. If too many discriminatory regulations turn up on the list, a state could be seen as hostile to NAFTA and could lose out on the benefits of the agreement—the ability to participate actively in new trade markets.

And such states may find it hard to attract investment from trading partners. "You don't want to be known as a state that discriminates against any sort of investment," says Dan Caprio, a lobbyist for the state of Illinois. "The bottom line is job creation."

ENVIRONMENTAL LAWS AND regulations may be the thorniest issue of all. State governments have spent the better part of 20 years setting standards and laying down rules to protect the health and safety of their citizens and of the environment. But, as with the wine and beer statutes, such laws can be interpreted as disguised trade barriers.

The states have some protection. NAFTA stipulates that as long as an environmental regulation can be justified on the basis of scientific evidence, it cannot be considered a restraint of trade. But as armor, that is not as strong as it at first appears to be. What seems like scientific proof in Pennsylvania or Illinois may be read as nothing more than an excuse in Ottawa or Mexico City.

There is some question, for example, about recycling laws. Suppose a state approves a regulation setting the percentage of recycled material that has to be included in any copying paper that happens to be sold there. Could a Canadian company that makes paper only from virgin materials charge that such a law discriminates against it and is a hidden restraint of trade?

A state's best defense against this kind of charge is likely to be that it treats the products of other countries in the same way it treats its own, and thus cannot be discriminating. But that doesn't mean there won't be a test case on this type of issue if and when the pact is signed and goes into effect in the three countries.

Even if there is evidence to back up a regulation, states could find their environmental laws undermined. The science itself could be disputed. For instance, the U.S. and the European Community are currently at loggerheads over whether the use of artificial hormones to stimulate the growth of beef cattle has any effect on human health. Europeans say it does and refuse to import beef from those animals. The United States says that is nothing more than an excuse to keep out competition. NAFTA does not provide any simple mechanism for resolving such disputes among the North American trading partners.

A state could also lose a scientific argument when its interests take second place to its nation's foreign policy concerns. Under NAFTA, environmental disputes with Mexico or Canada are to be handled by the federal government, and in particular, the Office of the United States Trade Representative. And that's where the states may find their interests imperiled.

One trade expert, Harry Freeman, a Washington, D.C.-based trade policy consultant, offers this scenario: Mexico charges that a California environmental regulation is not based on solid scientific evidence but is, rather, an artificial trade barrier created by the state. The argument goes before a dispute resolution panel. But California is not allowed to represent itself—the federal government argues the case.

As it turns out, the State Department in Washington is in the process of negotiating with Mexico on an unrelated

international issue, perhaps immigration or drug policy. The State Department tells the U.S. Trade Representative not to let the trade dispute get in the way of its broader diplomatic agenda. "If there's an argument with Mexico or Canada," Freeman concludes, "the federal government could sell a state down the river in the interest of foreign policy considerations."

That's why, he adds, the states "are crazy" if they don't ask Congress now, while it is writing implementing legislation to go along with the agreement, to find a way consistent with the Constitution to assure a place for the states at the dispute-settlement table.

At the very least, says Jody Thomas, a trade specialist with the National Governors' Association, there must be "some sort of formal mechanism between the fed-

eral government and the states to coordinate and consult in those matters requiring state implementation and those where state law is challenged or in dispute."

On the wine-beer issue, for instance, the U.S. Trade Representative contacted the more than 40 states involved and worked with them to develop a case. One state—Texas—sent a representative with USTR officials to Geneva when the U.S. defense was presented. But that was an informal arrangement. "For the long term," Thomas says, "we need something more established that clarifies the communication link and contact points."

So far, USTR has appointed a liaison for state and local concerns within its offices. The odds are, assuming the agreement becomes law, that whoever fills that job in the next few years is going to have an unending list of arguments to settle and tempers to soothe. And the people on the other end, in the state capitols, are going to find it a tense time as well. "We are entering a period," Charles Colgan says, "when states are about to find out they have a whole bunch of obligations they never knew they had." □

The environmental rules that state governments have spent 20 years writing could be interpreted under NAFTA as trade barriers.



KENAI PENINSULA CENTRAL LABOR COUNCIL

BOX 1757 • SOLDOTNA, ALASKA 99669

RANDALL KNOWLES
President

April 3, 1993

Representative Bill Williams
Chairman House Resources Committee
Alaska House of Representatives
State Capitol, Juneau, Alaska 99801-1182

Fax: 1-465-3793

RE: House Joint Resolution 20
Relating to the NORTH AMERICAN FREE TRADE AGREEMENT

Dear Representative Williams

The Kenai Peninsula Central Labor Council requests the following comments be read into the record of your Committee's meeting and dispursed to all Committee members.

As a group of working women and men we are interested and at times concerned with various aspects of the proposed NORTH AMERICAN FREE TRADE AGREEMENT.

*Sender
Gene DeKerleyn and
Phone: 262-5787
SECRETARY - K.P.C.L.C.
Thanks*



K.P.C.L.C. 1 of 3

On December 17, 1992 President Bush signed the North American Free Trade Agreement (NAFTA). If approved by Congress the goal is to integrate the economies of Canada, United States and Mexico by removing the regulations and Trade barriers on manufacturing and the movement of goods between our countries.

At first glance this may appear to be quite beneficial, but closer scrutiny reveals what should be of grave concern to all.

The disparity in wage spells disaster for all workers in the United States and Canada. The average manufacturing wage in Mexico is \$1.85 an hour. In Mexico's current Free Trade zone the average wage is 63 cents an hour. Mexico also needs to create 1 million new jobs every year to keep up with new entrance into the job market which creates a tremendous over supply of cheap labor to drive the wages even lower.

Supporters of NAFTA maintain that it will create new jobs for Canadian and American Workers - this is an empty promise. Since 1989 Canada has lost 461,000 jobs. The Maquiladora Trade Zone between the United States and Mexico that was set up in 1971 contained about 200 Firms with 2000 jobs. Today it contains about 2000 Firms and 500,000 workers earning about 63 cents an hour.

Delco has closed plants in the United States and now employs 10,800 workers in Mexico. Zenith and Motorola have also left the United States. In 1974 General Motors had three plants with 7000 workers in Mexico, by 1991 it had 30 plants with 56,000 workers. In the same year General Motors announced 74,000 layoffs in the United States and plans to close 21 United States plants by 1996.

Twenty years after establishing this Trade Zone the Mexican worker still earns 63 cents an hour, about \$29.00 take home pay per week. The average per-capita income in Mexico of \$2010 a year does not make the Mexican worker a ready consumer of United States made products.

With the loss of each manufacturing job in the United States there is a ripple effect throughout our entire economy, with the additional loss of jobs in the service sector. Consumer spending falls, communities falter, tax bases crumble, social services are strained to the limits as government revenues decline.

This arrangement has done nothing more than to exploit the workers and the environment on both sides of the border.

United States. Trucking Industry will suffer a tremendous blow. On April 2, 1992 President Bush ordered states to accept Mexican Commercial Driver Licenses. President Bush claims his agreement with Mexico supersedes current state regulations that insure public safety and requires Mexican drivers to pass a written and on the road test. It leaves states unable to monitor repeat violations of Mexican drivers or take actions to revoke licenses. It fails to address liability and the impact on our insurance rates from accidents involving uninsured Mexican truck drivers.

NAFTA will allow cross/border trucking without meeting United States standards on truck maintenance, inspections, emissions and safe transport of hazardous materials. Truck size and weight rules are left to "Future discussions." Under NAFTA weight limits could increase by over 50%.

The NAFTA agreement provides no protection for United States food, health, safety or environmental standards. Pesticides that have been illegal in the United States for years are currently in common use in Mexico.

Triazophos used on corn, cottonseed and potatoes, Edifenphos used on rice, Phoxim used on corn, rice and sorghum all disrupt the central nervous system, causes nausea, diarrhea, headaches, twitching, cancer, convulsions and death. Pirimicarb used on apples, beans, citrus, onions, peaches, pecans, chili and sweet peppers, potatoes and wheat causes vomiting, diarrhea, blurred vision, slurred speech, respiration disorders and death.

Seventeen pesticides banned in the United States are used in Mexican agriculture. Fifty eight others are used in Mexico in ways that are illegal in the United States. Under NAFTA any challenges to these practices would be considered unfair trade barriers.

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The agreement establishes an undemocratic high secretive resolution mechanism that eliminates citizen and public oversight for defending food safety, consumer product safety, environmental regulations on hazardous substances.

Labor law and workers rights are completely absent and not recognized in this agreement.

As proposed, NAFTA provides no funding mechanism for environmental clean up, no program for inspection, or enforcement of the handling and disposal of hazardous materials. It fails to incorporate the "polluter pays" program which would create an incentive for responsible behavior.

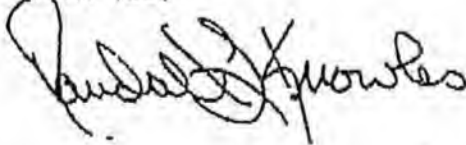
We need fair trade instead of free trade with a vehicle that will pull our nations together - not exploit them. We must learn to operate outside our borders in a world economy, but we cannot intrust the multi-national corporations to remain at the helm of this agreement.

NAFTA needs an extensive review by the United States Congress; modifying it to provide safe guards for workers, environmental protection, with consideration for the citizens on both sides of the border.

Until we know what the full impact of such an Agreement would be, on Alaska, and Alaskan families, and workers, The Kenai Peninsula Central Labor Council, urges full support of HRJ 20 by your committee.

It is important that Congress, the President, and the nation be fully aware of Alaska and its concerns, over the North American Free Trade Agreement.

Thank you,



Randall Knowles
President
Kenai Peninsula Central Labor Council

Telephone: (907) 283-9299

cc: Sponsor HJR-20
Rep. Kay Brown
Fax: (907) 465-2278



K.P.C.L.C. 3 of 3



Alaska State Legislature

Please enter into the record my testimony to the House Resources
 committee name
 committee on H.R. - 20 , dated April 5, 1993
 bill/subject

Note: Following testimony was read into the record during TC -

Signed: *John C. Brien*
 Testifier

Representing (Optional)
8410 Marston Drive, Anchorage, AK 99504
 Address
338-5722
 Phone No.

**STATEMENT OF JOHN C. BHEND
BEFORE THE HOUSE RESOURCES COMMITTEE
STATE OF ALASKA, HOUSE OF REPRESENTATIVES
ON THE
HOUSE JOINT RESOLUTION 20
RELATING TO THE NORTH AMERICA FREE TRADE AGREEMENT**

Mr. Chairman and members of the Committee, I thank you for this opportunity to present my views on House Joint Resolution 20 regarding the proposed North America Free Trade Agreement. There are few public policy issues confronting this nation and the State of Alaska that have as much significance for working people as does the NAFTA. I strongly believe that the substance of NAFTA is ill-conceived and ill-advised and that the agreement needs to be substantively modified or rejected.

As drafted, NAFTA is an agreement based solely on exploitation. It will destroy jobs and depress wages in the U.S. and Canada by abetting the further transfer of jobs to Mexico. At the same time, it will do nothing to uplift the desperately low wages and harsh working conditions of the Mexican people.

While providing extensive protection for investors, the agreement ignores the rights of working people, and it will limit the ability of national, state and local governments to adopt measures to promote employment and protect public health, safety and the environment.

I have a number of concerns regarding NAFTA.

1. NAFTA undermines U.S. food, health, safety, labor and environmental

standards.

2. NAFTA provides no means of trade-linked enforcement of environmental, labor, health or safety standards.
3. NAFTA includes an undemocratic dispute resolution mechanism that excludes the public from defending social, environmental and labor laws and regulations that may be challenged under this agreement.
4. NAFTA can limit state sovereignty relating to laws and regulations regarding the domestic policy goals of the State of Alaska which can be at odds with NAFTA .
5. NAFTA will hamper efforts to lower health care costs.
6. NAFTA includes an accession clause which will spread these and many more deficiencies through the hemisphere from Anchorage to Tierra de Fuego.

However, I wish to focus my comments on the impact on working people in this nation and the State of Alaska.

The enactment of NAFTA, as presently proposed, will be an economic and social disaster for working people and their communities. Under current trade arrangements, tens of thousands of U.S. workers have lost their jobs and tens of thousands more have seen employment opportunities vanish, as U.S. transnational corporations transferred production to Mexico to take advantage of the poverty of Mexican workers, and the absence of any effective regulations on corporate behavior.

We do have a glimpse of what will happen under NAFTA as presently envisioned. We can look to the Maquiladora program in Mexico and the Canada-U.S. Free Trade Agreement.

The Maquiladora program was initiated 25 years ago. Its purpose is to allow U.S.-based transnational corporations to produce commodities in the maquiladora zone and ship the products to the U.S free of any tariffs, U.S. laws governing worker rights, health and safety provisions, and environmental restraints. U.S. workers have suffered tremendous job losses under this program. Since 1979 the U.S. lost 220,000 auto parts related jobs with a growth of 150,000 Mexican jobs in the maquiladoras in this industry. During this 25 year period, over 400,000 U.S. jobs in textile related industries were permanently lost. Since March 1989 the electronics industry has lost 441,000 jobs with greater than 50% of these jobs going to the maquiladoras. The stone, clay and glass industry, 89,000 jobs lost; the furniture industry, 56,000 jobs lost.

In 1989 the bi-lateral Canada-U.S. Free Trade Agreement went into effect. The Canadians saw 461,000 manufacturing jobs permanently lost and approximately 20% of their manufacturing base disappear across the border into the U.S. mainly because of lower wages, lower real estate prices, and lower taxes. Three years into the agreement Canadian working people are suffering one of the worst recessions since the 1930's.

That being said, Canada at least has wage levels, living standards and

regulatory structures similar, it not superior, to the U.S. Canada's economy is one-tenth the size of the U.S. economy, thus one could reasonably project what the future implications of the NAFTA could have on the U.S.. Especially when entering an agreement with Mexico, a country where wages and social protections are almost nonexistent when compared to our own, this simply invites disaster for U.S. working people.

House Joint Resolution 20 cites the International Trade Commission estimate of 170,000 U.S. jobs lost if NAFTA is approved. However, there are many economic analysts that question the economic assumptions and definitions in that study. The Economic Policy Institute and the AFL-CIO, using the same economic model and incorporating more sensible assumptions, have estimated that 500,000 U.S. jobs would be lost. It could be even higher if the Canadian experience under the Canada-U.S. Free Trade Agreement holds as a projection.

The "harmonization" as promoted under NAFTA means that over time, the laws, taxes, social programs, and regulations of the three countries must be brought in line with one another. Since NAFTA does not mandate higher standards, the tendency will be for a downward harmonization.

If we let U.S. transnational corporations continue to move their production elsewhere as they seek lower wages and more lax restrictions and regulations, that will put us straight on the ladder downward. All of our experience with trade liberalization in the past has shown that workers who are

displaced by trade move down the job ladder, that they end up taking lower paying jobs, lower skilled jobs, and there is nothing in this agreement that would indicate that it would be any different.

When the U.S. loses half a million manufacturing jobs, the impact does not stop there. The vitality of the public and service sectors in our economy is directly linked to manufacturing. For every two factory jobs lost, three more jobs are lost in the service sector. Social cost analyses repeatedly find that when manufacturing is lost, there is a ripple effect throughout the entire economy. Tax bases crumble. Consumer spending dwindles. And, social services are deluged.

Under NAFTA, the laws, regulations and policies which promote the welfare of Alaskan citizens can be interpreted as trade barriers. NAFTA could limit Alaska's flexibility when offering special programs, subsidies, or investment incentives to its domestic industries, such as fish hatcheries and processing plants, mineral extraction and transportation, and milling of timber resources.

In conclusion, NAFTA does not address any of the factors that are vital to improving the relationship between Canada, the U.S. and Mexico. The issues cited above and many others are either ignored, or side-tracked into separate commissions, studies or committees with no enforcement. The issues above must be dealt with before any consideration is given to further trade liberalization, so that the majority of people in all three countries will benefit,

and not be harmed, by international trade.

I strongly urge you to support HJR 20 urging modification of the North America Free Trade Agreement, and to address in the resolution the issues confronting working people in the nation and the State of Alaska, to insure that the working people and communities of Alaska will benefit and not be harmed by international trade.

Thank you.



HOUSE RESOURCES COMMITTEE

SUBJECT OF MEETING:
 HB 218 - 58-H Limit on Seine Vessels
 HJR 20 - Amend NAFTA

DATE: Mon. April 5, 1993

PLACE: Capitol, Room 124

PLEASE PRINT NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
John C. Rhend	self	8410 Majestic Dr. Anchorage	99504		338-5722	<input checked="" type="checkbox"/>	HJR 20
Gene Deckerlegand Deckerlegand		P.O. Box 1757 Seldovia	99669		262-5787	<input checked="" type="checkbox"/>	"
Joan Bennett Schraeder	coalition of labor women	P.O. Box 1587 Kenai	99611		283-4359	<input checked="" type="checkbox"/>	"
						Y	N
						Y	N
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