

ALASKA LEGISLATURE COMMITTEE FILES 2001-2002 8672

10700 SENATE TRANSPORTATION

545

Rule 27.01(E) (5) (New) Regularly Assigned Employees working under the terms of this Agreement shall not be subject to the reduction in force provisions of the Master Agreement any time that two (2) mainline vessels and a 235' class vessel remains in service in the Southeast System provided that these vessels are operated with a two crew (A and B) system. In the event that any vessel operating as one of the above mentioned vessels in Southeast is manned with a one (1) crew system during reduction in force the provisions of the parties' master agreement pertaining to reduction in force shall apply. At any time the one crew vessel is in addition to two (2) mainline and a 235' class vessel operating in Southeast Alaska the reduction in force provisions of the parties' master agreement shall not apply.

27.03 (New) For purposes of this Agreement, except during reduction in force periods as provided in Rule 27.01(E) (5), dispatches to the M/V MALASPINA shall be made in a manner consistent with established procedures and rules under the terms of the parties' Master Agreement, except that:

(A) Dispatches shall be made in seniority order from among those employees with a designated "Juneau only" change port, unless no employee with a designated Juneau change port is available to work.

(B) In the event that an employee with a designated change port other than Juneau is dispatched to work under this Agreement, the employee shall be entitled to actual and necessary travel expenses under Rule 12, and travel pay shall apply for any RAE's who are dispatched from a change port other than Juneau.

(C) Any employee who accepts a dispatch under this Agreement for an assignment which provides pay of less than eighty-four (84) hours time the employee's straight time rate shall remain eligible for other dispatches which may arise within that pay period.

(D) Any employee who declines an assignment under this agreement that pays less than eighty-four(84) hours times the employee's straight time rate shall remain eligible for other dispatches which may arise within that pay period. However, nothing in this Agreement precludes the right of the Employer to involuntarily assign an employee to the M/V MALASPINA when business needs so dictate provided that the Employer has made every reasonable attempt to contact the entire list of available S.E. reliefs to fill said position.

(E) Rule 28.11 is waived for purposes of employees working in a relief capacity on board the M/V MALASPINA.

Rule 31.04 (Rule 31.04 is replaced by a new rule).

Employees assigned to the M/V MALASPINA may use sick leave in one (1) day increments up to three days without a Doctor's certification. For sick leave absences in excess of three (3) days an employee must provide the Employer with a Doctor's certification. Such certification must be presented to the Employer at a time the employee is fit for duty and prepared to return to work. Employees will not be required to provide a doctor's certificate for illness of less than three (3) days unless improper use is suspected.

Rule 34.10: -- Employees who are assigned positions on M/V MALASPINA under this supplemental agreement will be issued trip passes to move multiple vehicles including trailers or rental vehicles to Juneau, on a space available basis, subject to Rule 34 of the Master Agreement. Employees who utilize such trip passes as described must hold a M/V MALASPINA position for one season unless waived by the employer.

Rule 37 (MM&P) -- Deleted

Rule 39 (MEBA & IBU-P) - Deleted

This Agreement shall take effect on the date of signing and shall remain in effect through May 31, 1999, unless terminated by the State with not less than thirty (30) calendar days notice in writing.

Unless terminated prior to May 31, 1999, this agreement shall be considered renewed from year to year thereafter between the parties unless notification of desire to terminate, modify or amend its provisions is properly made under the same provisions governing the termination or modification of each party's master Agreement.

FOR THE STATE OF ALASKA:

FOR THE MASTERS, MATES & PILOTS:

Mark Boyer
Commissioner
Department of Administration

Capt. Steve Demeroutis
Vice President
IOMM&P, Branch #6, PMR

Date

Date

FOR THE MEBA:

Joseph L. Perkins
Commissioner
Department of Transportation and
Public Facilities

Louie "Bud" Jacque
Branch Agent
MEBA, Seattle Office

Date

Date

FOR THE IBU-P:

Robert J. Provost
Regional Director
IBU-P, Alaska Region

Date

TAC
BAC 9/23/97
SA 9/23/97
P 9/23/97
ALB 9/23/97
SK 9/23/97
9.23.97
J 9-23-97

SA
SA

MUTUALLY RECOMMENDED UNLICENSED MANNING LEVEL

For the
M/V Malaspina
Operating on a 2-Crew, 7-Day Per Week Schedule of
Dedicated Service in North Lynn Canal
Between the communities of
Skagway, Haines and Juneau, Alaska

In conjunction with the negotiation of an Agreement pursuant to Rule 37 which would govern wages, hours and working conditions for employees assigned as unlicensed crew members of the M/V Malaspina at such time as that vessel may commence a new operation providing daily, dedicated service in North Lynn Canal to the communities of Skagway, Haines and Juneau, Alaska, the parties mutually recommend that appropriations be requested for the establishment and operational funding of a minimal manning level, with crew positions in the classifications and numbers described below, with any attending special requirements for employees occupying such positions as may be described:

<u>Job Classification</u>	<u>No. of Positions per Crew</u>	<u>Special Provisions</u>
Chief Purser	1	Nonwatchstanding
Senior Purser	1	Nonwatchstanding
A/B Bos'n	1	Nonwatchstanding
A/B Seaman	4	Unlimited endorsement/ watchstanding
OS Seaman	2	Watchstanding
OS Seaman	2	Nonwatchstanding; may perform as variety of duties attendant to vessel maintenance/security as assigned
Jr. Engineer	1	Nonwatchstanding
Oiler	2	Watchstanding
Wiper	1	Nonwatchstanding
Chief Steward	1	Nonwatchstanding/Working Supervisor/Special qualifications (TAM card, etc.)
Chief Cook	1	
2nd Cook	2	
Asst. 2nd Cook	1	

Recommended Manning

-2-

Cashier	2	Multi-function "utility" : duties/TAM card
Head Bedroom Stwd.	1	
Mess Steward	1	Additional duties as assigned
Stewards	6	Utility applications
<u>Total Recommended</u>		
<u>Minimum</u>	<u>30</u>	

In addition, the parties recommend that funds be appropriated for the creation and establishment of not less than six (6) "Extra" Steward positions and an "Extra" Jr. Engineer position to be used as needed, in the event that this minimum level may be inadequate to satisfactorily meet the vessel's operational needs for passenger services, physical plant maintenance, etc. Recognizing that the parties have no prior experience with the operation of the M/V Malaspina to perform such service, the parties expressly acknowledge their mutual desire to insure that manning levels are adequate to maintain and insure the integrity of service and safety of the traveling public.

For IBU

For AMHS

~~_____~~
Cynthia C. Barkley
~~_____~~
~~_____~~
James R. Beedle

Bruce Cummings 9/23/91
~~_____~~
A. Gillett

1998 SUMMER

ALASKA

Marine Highway **SCHEDULE**



ALASKA MARINE HIGHWAY

EFFECTIVE DATES

May 1, 1998 through September 30, 1998

Reservations

800-642-0066 * TDD-800-764-3779

<http://www.dot.state.ak.us/external/amhs/home.html>

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HOW TO REACH US...

To make reservations or for more information, please write, call or fax us or look us up on the Internet:

Alaska Marine Highway
P.O. Box 25535
Juneau, Alaska 99802-5535

FOR RESERVATIONS CALL TOLL-FREE:
1-800-642-0066

TDD: 1-800-764-3779 (Text telephone
for the speech or hearing impaired)

FAX: (907) 277-4829

LOCAL RESERVATION NUMBERS:
Juneau (907) 465-3941
Anchorage (907) 272-7116

INTERNET. Browse on-line for updates to the schedule and news about the system: <http://www.dot.state.ak.us/external/amhs/home.html>.

WHAT WILL IT COST?

HOW TO DETERMINE FARES

Fares for passengers, vehicles and staterooms are all calculated separately and must be added together to determine the total cost of your travel. For a breakdown of rates, see the Tariff sections on pages 26-28 of this brochure.

One-way fares for passage, vehicles, and alternate means of conveyance (bicycles, kayaks, and inflatable boats) are charged from the port of embarkation to the port of debarkation.

Stateroom fares are calculated according to the route taken, and may vary from the rates printed in this brochure depending on the ship and schedules.

PAYMENTS AND CANCELLATIONS

Payment may be made by mail with certified or cashier's check, or money order in U.S. dollars. Mail payments to: Alaska Marine Highway System, P.O. Box 25535, Juneau, AK 99802-5535. Personal checks will not be accepted unless written on an Alaskan bank. No counter checks are accepted. Visa, Mastercard, American Express, Discover and Diners Club credit cards are accepted at all terminals and by phone (some restrictions may apply).

Cancellation charges apply for changes made within 14 days of sailing. Unless other arrangements are made and noted in your itinerary, full payment is required on or before the due date stated at the time of reservations. Bookings will be canceled if reservations are not paid for by the payment due date.

PAYMENT DUE DATE

- If reservation is made 55 days or more before sailing, payment is due 30 days after booking.
- If reservation is made less than 55 days before sailing, payment is due within 10 days of making the reservation.
- If reservation is made 10 days or less before sailing, payment is due at time of booking.

MAKING A RESERVATION

CALL OR FAX RESERVATIONS

Reservations are required on all vessels for passengers, vehicles, and stateroom accommodations. Call or fax our reservations team to make a booking.

For Reservations....

CALL TOLL FREE: 1-800-642-0066

Local Reservation Numbers:

Juneau (907) 465-3941

Anchorage (907) 272-7116

FAX: (907) 277-4829

TDD: 1-800-764-3779

(Text telephone for the hearing or speech impaired)

To make a reservation, you will need to know:

1. Port of embarkation/debarkation
2. Full names of all travelers, and ages of those under 12 years
3. Width, height and overall length of vehicles (including extensions such as trailer hitches, bike racks, and storage containers)
4. Mailing address
5. Telephone numbers
6. Alternate travel dates (vehicle or cabin space may not be available on your first choice of travel dates)
7. Approximate date you will be leaving your home.

GET ON OUR WAITLIST

If the desired space is not available, reservation personnel may offer to place your request on a waitlist. A limited number of requests will be added to a waitlist, which is checked on a regular basis. If cancellations occur you will be notified of confirmation of space. If your cabin has not been confirmed, you must sign up on the purser's "STANDBY" list on board. If your vehicle's waitlist space has not been confirmed, you must sign up on the "STANDBY" list at your boarding terminal. **DO NOT SEND PAYMENT FOR WAITLISTED SPACE UNTIL CONFIRMED.**

ARRIVAL/DEPARTURE INFORMATION

For recorded arrival/departure information, call the specific terminal / office number listed below. Tidal conditions at some cities may cause slight variations in arrival or departure times. Check with the local office on your departure day for exact sailing times.

SOUTHEAST ALASKA OFFICES

	Recorded Arrival/ Departure Information	Location and distance from city center
Bellingham	(360) 676-8445 (360) 676-0212	I-5 Exit #250 (24-hour recorded info.)
Prince Rupert	(250) 627-1744*	Yellowhead Hwy #16
Ketchikan	(907) 225-8181	2.5 miles north
Wrangell	(907) 874-3711	2.0 blocks north
Petersburg	(907) 772-3855	0.9 miles south
Sitka	(907) 747-3300	7.1 miles north
Juneau	(907) 465-3940	14.0 miles north
Haines	(907) 766-2113	5.0 miles north
Skagway	(907) 983-2229	3.0 blocks south

SOUTHCENTRAL/SOUTHWEST

Anchorage	(907) 272-4482	Fax (907) 277-4829
Cordova	(907) 424-7333	Ferry terminals are located within 1/2 mile of all Southcentral and Southwest city centers.
Homer	(907) 235-8449	
Kodiak	(907) 488-3800	
Seldovia	(907) 234-7868	
Seward	(907) 224-5485	
Valdez	(907) 835-4436	

HOW TO ESTIMATE ARRIVAL TIMES

Arrival times are not generally listed for interport stops. In port times vary from thirty minutes to three hours. To calculate an approximate unlisted arrival time, add the running time listed in the table to the departure time from the port preceding your arrival city.

Please note that these running times are *approximate* and are listed for the convenience of those meeting passengers, and for travelers planning stopovers. For more accurate arrival times, please contact the local Marine Highway office on the day of arrival.

Due to traffic demands and tidal conditions, most Marine Highway vessels run continuously, docking at all hours of the day for brief transfers of passengers and vehicles. The passenger wishing to explore a particular community should consider a stopover and continuation on another Marine Highway vessel.

RUNNING TIME TABLE

INSIDEPASSAGE ROUTE:

Bellingham – Ketchikan	37 hrs.
Prince Rupert – Ketchikan	6 hrs.
Ketchikan – Wrangell	6 hrs.
Wrangell – Petersburg	3 hrs.
Petersburg – Juneau	8 hrs.
Petersburg – Sitka	11 hrs.
Sitka – Juneau/Auke Bay	9 hrs.
Juneau/Auke Bay – Haines	4 hrs. 30 min.
Haines – Skagway	1 hr.

SOUTHCENTRAL/SOUTHWEST:

Homer – Kodiak	9 hrs. 30 min.
Homer – Port Lions	10 hrs.
Seward – Kodiak	13 hrs. 15 min.

SOUTHCENTRAL ROUTE:

Whittier – Valdez	6 hrs. 45 min.
Valdez – Cordova	5 hrs. 30 min.
Cordova – Whittier	7 hrs.
Cordova – Seward	11 hrs.
Valdez – Seward	11 hrs.
Homer – Seldovia	1 hr. 30 min.

SOUTHWEST ROUTES:

Kodiak – Port Lions	2 hrs. 30 min.
Kodiak – Chignik	18 hrs. 30 min.
Chignik – Sand Point	9 hrs. 15 min.
Sand Point – King Cove	6 hrs. 30 min.
King Cove – Cold Bay	2 hrs.
Cold Bay – False Pass	4 hrs. 15 min.
False Pass – Akutan	10 hrs. 30 min.
Akutan – Unalaska	3 hrs. 30 min.

ALASKA MARINE HIGHWAY

MAY 1998 Northbound Schedule — REVISED 11-19-97

AUR-AURORA
COL-COLUMBIA
LEC-LE CONTE

MAL-MALASPINA
MAT-MATANUSKA
TAK-TAKU
KEN-KENNICOTT

	LEAVE BELLINGHAM	LEAVE PRINCE RUPERT	LEAVE STEARTE HYDER	KETCHIKAN	HOLLIS	WRANGELL	PETERSBURG	KAKE	ARRIVE SIKKA	ANGOSH	TENAKEE	HOONAH	JUNEAU AUKE BAY	HAINES	ARRIVE SKAGWAY	
TAK	TH30 11:15P			FI 6:15A	FI 12:15P	FI 7:15P	FI 11:15P	S2 4:15A	S2 12:15P			SU3 1:30A	SU3 5:30A	SU3 11:00A	SU3 11:55A	
AUR								Lv. Sikka S2 8:30A	S2 7:45P	S2 6:00P		S2 11:00P				
AUR									Lv. Pelican SU3 8:30A	SU3 3:00P		SU3 3:00P				
MAT	FI 6:00P			SU3 10:00A		SU3 1:45P	SU3 9:30P					M4 6:30A	M4 11:55A	M4 1:00P		
AUR				TS 1:00P	TS 8:15P	TS 6:00P										
TAK				TS 1:00A		TS 7:45A	TS 11:30A						TS 8:15P	W6 1:45A	W6 2:45A	
AUR				W6 12:45A	W6 3:00A	W6 5:45A										
AUR				W6 10:30A			W6 7:00P		TH7 5:00A	TH7 1:30P		TH7 6:30P	TH7 10:45P	FR 4:15A	FR 5:15A	
TAK				TH7 6:15P	FR 12:15A	FR 7:15A	FR 11:15A	FR 9:30P	S9 12:30A			S9 1:45P	S9 6:15P	SU10 12:15A	SU10 11:5A	
AUR								Lv. Sikka S9 8:45A	S9 3:00P	S9 6:15P		S9 11:15P				
MAT	FR 6:00P			SU10 10:00A		SU10 5:00P	SU10 10:00P							HI1 2:00P	HI1 3:00P	
AUR				T12 6:15A	T12 8:30A	T12 11:15A										
AUR				T12 6:30P	T12 8:15P	T12 11:00P										
TAK				T12 1:45A			T12 8:45A	T12 12:45P					T12 9:30P	W13 3:00A	W13 4:00A	
AUR				W13 7:45A			W13 4:45P		TH14 2:45A	TH14 11:15A		TH14 4:15P	TH14 8:30P	F15 2:00A	F15 3:00A	
TAK	TH14 11:55P			F15 6:45A	F15 10:10A	F15 5:30P	F15 9:30P	S16 2:30A	S16 10:30A			S16 11:45P	SU17 3:45A	SU17 9:15A	SU17 10:15A	
AUR								Lv. Sikka S16 6:30A	S16 12:45P	S16 4:00P		S16 9:00P				
COL	F15 6:00P			SU17 9:30A			SU17 8:30P						S16 10:30A	HI8 4:30P	HI8 5:30P	
MAT	S16 10:00A			SU17 11:30P									HI8 10:30A	HI8 4:30P	HI8 5:30P	
MAT	HI8 6:15P			T19 12:15P	T19 2:30P	T19 5:15P								T19 9:30P	W20 3:00A	W20 4:00A
AUR				T19 11:55P	W20 7:15A	W20 5:00A										
AUR							W20 6:00P	W20 11:45P	TH21 9:45A	TH21 6:15P		TH21 11:15P	F22 3:00A	F22 9:00A	F22 10:00A	
MAT	TH21 9:30P			F22 5:00A			F22 11:55A	F22 6:15P	S23 5:10A				S23 5:45P			
AUR								Lv. Sikka S23 1:45P	S23 8:00P	S23 11:15P	SU24 3:30A	SU24 6:45A				
TAK				S23 3:45P			S23 10:45P	SU24 2:45A					SU24 12:15P	SU24 6:15P	SU24 7:15P	
COL	F22 6:00P			SU24 11:45A			SU24 8:45P	SU24 10:45P					HI25 10:45A	HI25 4:45P	HI25 5:45P	
MAT	HI25 8:30P			T26 2:45A			T26 9:45A	T26 2:45P					T26 11:45P	W27 5:15A	W27 6:15A	
AUR				T26 2:30P			T26 7:45P									
TAK	T26 11:45A			W27 2:30A	W27 4:45A	W27 7:30A			W27 12:45A	W27 4:15A			W27 3:00P			
AUR																
MAL																
AUR				W27 12:15P			W27 8:30P	TH28 1:30A	TH28 9:30A	TH28 6:15P		TH28 11:15P	F29 7:00A	F29 12:30P	F29 1:30P	
MAL													S30 7:00A	S30 12:30P	S30 1:30P	
MAT	TH28 11:15P			F29 5:30A		F29 12:30P	F29 5:30P		S30 4:45A				S30 5:15P			
MAL													SU31 7:00A	SU31 12:30P	SU31 1:30P	
TAK	S30 10:15A			S30 5:15P		SU31 12:15A	SU31 4:00A						SU31 1:45P	SU31 7:15P	SU31 8:15P	
AUR				SU31 7:15P	SU31 6:15P	SU31 9:00P										
COL	F29 6:00P			SU31 9:30A		SU31 5:30P	SU31 9:15P						HI 8:30A	HI 2:30P	HI 3:30P	

NO SAILINGS UNTIL JUNE

ALL TIMES ARE LOCAL TIMES

HOW TO READ YOUR SCHEDULE

- Reading across the top of each page, find the month you wish to travel, and refer to either the Northbound or Southbound schedule. (Using the example of traveling from Skagway to Juneau/Auke Bay, you would read the Southbound schedule on the right hand page.)
- Reading across the top of the schedule, find the city from which you wish to depart. (e.g., Leave Skagway)
- Read down the column to locate your desired departure date. For example: Leave Skagway T2 (Tuesday, the 2nd) 1:45 A.M.
- Beginning with the departure date, read horizontally from left to right for dates and times of departure from various ports. For Example: After departing Skagway, the ferry will dock in Haines, and after a short time in port will depart Haines on T2, (Tuesday the 2nd) at 5:15 A.M. for Juneau/Auke Bay.
- Refer to the Running Time Table to calculate approximate arrival times.

ALASKA MARINE HIGHWAY

MAY 1998 Southbound Schedule — REVISED 11-19-97

AUR-AURORA
COL-COLUMBIA
LEC-LE CONTE
MAL-MALASPINA
MAT-MATANUSKA
TAK-TAKU
KEN-KENNICOTT

LEAVE SKAGWAY	HAINES	JUNEAU ALUKEBAY	HOONAH	TENAKEE	ANGOOK	ARRIVE SITKA	KAKE	PETERSBURG	WRANGELL	HOLLIS	KETCHIKAN	METLAKATLA	ARRIVE STEWART HYDER	ARRIVE PRINCE RUPERT	ARRIVE BELLINGHAM
AUR	FI 6:00A	FI 8:00A	FI 1:30P	FI 5:45P	FI 9:45P	S7 1:00A	S7 6:00A								
TAK	SU3 2:00P	SU3 4:00P	SU3 9:30P					M4 5:45A	M4 10:30A	M4 2:15P	M4 9:15P	M4 11:55P			
AUR			SU3 12:30A	Ar Pelican SU3 7:00A											
AUR			SU3 3:00P	SU3 8:15P	M4 12:15A	M4 3:30A	M4 8:30A		M4 9:45P		TS 7:15A	TS 11:00A	TS 17:15P		
MAT	M4 3:00P	M4 6:00P	M4 11:45P						W6 12:30A	W6 4:45A		W6 2:15P			FR 6:15A
AUR											TS 7:00P	TS 10:45P	TS 11:55P		
TAK	W6 5:30A	W6 7:30A	W6 1:30P						W6 10:15P	TH7 2:15A	TH7 9:30A	TH7 12:15P			
AUR											W6 6:45A	W6 9:30A			
AUR	FR 6:45A	FR 8:45A	FR 2:15P	FR 6:30P	FR 10:30P	S9 1:30A	S9 6:30A								
TAK	SU10 4:15A	SU10 6:15A	SU10 1:45P					SU10 10:15P	M11 3:15A	M11 7:45A	M11 2:45P	M11 5:30P			
AUR			SU10 9:15A	SU10 1:30P	SU10 5:30P	SU10 8:45P	M11 1:45A		M11 3:00P		T12 12:30A	T12 4:15A	T12 5:30A		
MAT	M11 6:00P	M11 8:15P	T12 4:45A				T12 7:30P		W13 5:00A	W13 9:00A		W13 5:00P			FR 5:00A
AUR											T12 12:15P	T12 4:00P	T12 5:15P		
AUR											W13 12:15A	W13 3:00A			
TAK	W13 7:00A	W13 9:15A	W13 2:45P						W13 11:15P	TH14 3:00A	TH14 10:00A	TH14 1:45P		TH14 8:45P	
AUR	F15 4:30A	F15 6:30A	F15 11:55A	F15 4:15P	F15 8:15P	F15 11:15P	S16 4:15A								
TAK	SU17 1:15P	SU17 3:15P	M18 1:30A						M18 10:00A	M18 1:45P	M18 9:45P	T19 1:30A		T19 8:30A	
AUR			SU17 7:15A	SU17 11:30A	SU17 3:30P	SU17 6:45P	SU17 11:45P	M18 11:45A	M18 4:30P		T19 6:15A	T19 10:00A	T19 11:15A		
COL	M18 8:30P	M18 11:00P	T19 5:15A				T19 1:45P		W20 3:30A	W20 7:45A		W20 4:15P			FR 6:15A
MAT															
MAT	W20 7:00A	W20 9:00A	W20 2:30P						W20 11:45P	TH21 4:00A		TH21 11:00A		TH21 6:30P	
AUR											T19 6:15P	T19 10:00P	T19 11:15P		
TAK			TH21 12:15P				TH21 10:00P		F22 12:45P	F22 4:45P		F22 11:45P		F22 6:45A	
AUR											W20 6:00A	W20 8:45A			
AUR	F22 11:30A	F22 1:30P	F22 7:00P	F22 11:15P	S23 3:15A	S23 6:30A	S23 11:30A								
MAT			S23 8:45P						SU24 9:15P	M25 1:30A		M25 8:30A		M25 4:00P	
AUR			SU24 2:45P	SU24 7:00P	SU24 11:00P	M25 2:15A	M25 7:15A	M25 6:30P	M25 11:15P		T26 8:45A	T26 12:30P	T26 1:45P		
TAK	SU24 10:15P	M25 12:15A	M25 6:15A						M25 2:45P	M25 6:45P		T26 1:45A		T26 8:45A	
COL	M25 8:45P	M25 11:15P	T26 5:45A				T26 2:15P		W27 3:45A	W27 8:00A		W27 4:30P			FR 6:30A
MAT	W27 9:15A	W27 11:15A	W27 4:45P						TH28 1:45A	TH28 5:45A		TH28 12:45P		TH28 8:15P	
AUR											T26 8:45P	W27 12:30A	W27 1:45A		
TAK			TH28 11:55A				TH28 9:45P		F29 2:00P	F29 6:15P		S30 1:15A		S30 8:15A	
AUR											W27 8:30A	W27 11:15A			
MAL	F29 3:30P	F29 5:30P	F29 10:00P												
AUR			F29 6:00A	F29 10:15A	F29 2:15P	F29 5:30P	F29 10:30P		S30 2:15P		S30 11:45P	SU31 12:15P	SU31 1:30P		
MAL	S30 3:30P	S30 5:30P	S30 10:00P												
MAT			S30 7:45P						SU31 5:30A	SU31 8:30P	M1 1:00A		M1 8:00A		M1 3:30P
MAL	SU31 3:30P	SU31 5:30P	SU31 10:00P												
LEC			SU31 2:00P	SU31 6:15P	SU31 10:15P	M1 1:30A	M1 6:30A	M1 6:30P	M1 10:30P						
TAK	SU31 11:15P	M1 1:15A	M1 6:45A						M1 3:15P	M1 7:15P		T2 2:15A		T2 9:15A	

NO SAILINGS UNTIL JUNE

ALL TIMES ARE LOCAL TIMES

LEAVE SKAGWAY	HAINES	JUNEAU ALUKEBAY	HOONAH	TENAKEE	ANGOOK	ARRIVE SITKA	KAKE	PETERSBURG	WRANGELL	HOLLIS	KETCHIKAN	METLAKATLA	ARRIVE STEWART HYDER	ARRIVE PRINCE RUPERT	ARRIVE BELLINGHAM
MAT	S30 5:30P	S30 8:00P	SU31 1:30A					SU31 10:30A	SU31 3:00P		SU31 10:30P			M1 6:00A	
TAK	SU31 8:30P		M1 1:30A												
KEN	M1 12:15P	M1 2:45P	M1 8:15P					T2 4:45A			T2 1:15P			T2 8:15P	
COL	T2 1:45A	T2 5:15A	T2 11:45A					W3 8:00P	W3 11:45A	W3 3:45P		W3 10:15P			FR 7:15A
AUR											M1 6:15A	M1 12:15P	M1 1:30P		
LEC			M1 3:00A	M1 7:15A	M1 11:15A	M1 2:30P	M1 7:30P								

Day of Week: AM or PM
Day of Month: Time:

Vessel Codes: AUR - Aurora COL - Columbia LEC - LeConte MAL - Malaspina MAT - Matanuska TAK - Taku KEN - Kennicott

ALASKA MARINE HIGHWAY

JUNE 1998 Northbound Schedule — REVISED 11-19-97

AUR-AURORA
COL-COLUMBIA
LEC-LE CONTE

MAL-MALASPINA
MAT-MATANUSKA
TAK-TAKU
KEN-KENNICOTT

	LEAVE BELLINGHAM	LEAVE PRINCE RUPERT	LEAVE STEWART HYDER	METLAKATLA	KETCHIKAN	HOLLIS	WRANGELL	PETERSBURG	KAKE	ARRIVE SITKA	ANGOOCH	TEKKEE	HOONAH	JUNEAU AURORA BAY	HAINES	ARRIVE SKAGWAY
COL	F29 6:00P				SU31 9:30A		SU31 5:30P	SU31 9:15P						M1 8:30A	M1 2:30P	M1 3:30P
MAT		M1 6:30P			T2 12:45A		T2 8:30A	T2 2:15P						T2 11:15P	W3 4:45A	W3 5:45A
KEN	T2 6:00P				TH4 8:00A		TH4 2:45P	TH4 6:30P		FS 4:30A				FS 7:00P	S6 1:15A	S6 2:15A
LEC									T2 6:00A	T2 2:00P	T2 10:30P		W3 3:30A	W3 6:45A		
TAK		T2 11:15A			T2 5:30P		W3 12:30A	W3 4:15A		W3 3:00P			W3 3:30A	TH4 3:30A		
LEC									TH4 7:45A	TH4 12:45P		TH4 5:45P	TH4 9:00P	FS 1:15A	FS 4:30A	
MAT		TH4 11:15P			FS 6:00A		FS 1:00P	FS 6:00P		S6 5:15A			S6 5:30P	S6 5:30P		
LEC									Lv. Sitka	S6 1:45P	S6 8:00P	S6 11:15P	SU7 3:30A	SU7 6:45A		
TAK		S6 9:15A			S6 4:15P		S6 11:15P	SU7 3:15A					SU7 1:00P	SU7 6:30P	SU7 7:30P	
COL	FS 6:00P				SU7 10:00A		SU7 5:30P	SU7 9:15P						M8 8:30A	M8 2:30P	M8 3:30P
MAT		M8 8:00P			T9 2:15A		T9 9:15A	T9 2:15P						T9 11:15P	W10 4:45A	W10 5:45A
KEN	T9 6:00P				TH11 10:30A		TH11 6:30P	TH11 11:00P		F12 9:00A				F12 10:30P	S13 4:30A	S13 5:30A
LEC									T9 5:15A	T9 10:15A	T9 7:30P	W10 4:00A		W10 9:00A	W10 12:15P	
TAK		T9 10:15A			T9 4:15P		T9 11:15P	W10 3:15A		W10 2:00P			W10 9:00A	W10 12:15P		
LEC									TH11 1:15P	TH11 6:15P		TH11 11:15P	F12 2:30A	F12 6:45A	F12 10:00A	
MAT		TH11 10:15P			F12 4:30A		F12 11:15A	F12 4:00P		S13 3:15A			S13 3:45P	S13 3:45P		
LEC									Lv. Sitka	S13 11:45A	S13 6:00P	S13 9:15P	SU14 1:30A	SU14 4:45A		
TAK		S13 8:45A			S13 3:45P		S13 10:45P	SU14 2:30A					SU14 1:00P	SU14 6:30P	SU14 7:30P	
LEC												Lv. Pelican	SU14 3:30P	SU14 10:00P		
COL	F12 6:00P				SU14 9:30A		SU14 4:30P	SU14 8:30P						M15 9:15A	M15 3:15P	M15 4:15P
MAT		M15 4:15P			M15 10:10P		T16 5:45A	T16 10:30A						T16 7:30P	W17 1:00A	W17 2:00A
KEN	T16 6:00P				TH18 12:30P									F19 8:30A	** TO SE/SW INTER-TIE	
LEC									T16 9:45A	T16 3:45P	W17 12:45A	W17 9:15A		W17 2:15P	W17 5:30P	
TAK		T16 10:15A			T16 4:15P		T16 11:30P	W17 2:45A		W17 1:30P				TH18 2:00A		
LEC									TH18 8:00P		F19 1:00A	F19 4:15A	F19 8:30A	F19 11:45A		
MAT		TH18 8:30P			F19 4:30A		F19 11:55A	F19 5:00P		S20 4:15A				S20 4:30P		
LEC									Lv. Sitka	S20 6:45P	SU21 1:00A	SU21 4:15A	SU21 8:30A	SU21 11:45A		
TAK		S20 8:45A			S20 3:45P		S20 10:45P	SU21 2:45A						SU21 11:45A	SU21 6:30P	SU21 7:30P
COL	F19 6:00P				SU21 9:30A		SU21 5:00P	SU21 9:00P						SU21 1:00P	SU21 6:30P	SU21 7:30P
KEN													** FROM SE/SW INTER-TIE	M22 10:15A	M22 4:15P	M22 5:15P
MAT		M22 6:00P			T23 12:15A		T23 8:30A	T23 1:30P						T23 1:00P	T23 6:30P	T23 7:30P
LEC									T23 4:45A	T23 10:15A	T23 7:15P	W24 3:45A		W24 8:45A	W24 11:55A	
TAK		T23 10:15A			T23 4:15P		T23 11:15P	W24 3:00A		W24 1:45P				TH25 2:15A		
KEN		TH25 1:00P			TH25 7:45P		F26 2:45A	F26 6:45A						F26 6:00P	F26 11:55P	S27 1:00A
LEC									TH25 1:00P	TH25 6:00P		TH25 11:00P	F26 2:15A	F26 6:30A	F26 9:45A	
MAT		TH25 10:30P			F26 4:45A		F26 11:30A	F26 4:15P		S27 3:30A				S27 4:00P		
LEC									Lv. Sitka	S27 11:55A	S27 6:15P	S27 9:30P	SU28 1:45A	SU28 5:00A		
TAK		S27 9:15A			S27 4:15P		S27 11:15P	SU28 3:00A						SU28 1:00P	SU28 6:30P	SU28 7:30P
LEC												Lv. Pelican	SU28 3:30P	SU28 10:00P		
COL	F26 9:00P				SU28 10:30A		SU28 6:00P	SU28 10:00P						M29 9:15A	M29 3:15P	M29 4:15P
MAT		M29 5:00P			M29 11:15P		T30 7:15A	T30 1:15P						T30 10:15P	W1 3:45A	W1 4:45A
LEC							T30 10:45A			T30 3:45P	W1 12:45A	W1 9:15A		W1 5:30P		
TAK		T30 10:00A			T30 4:00P		T30 10:45P	W1 2:30A		W1 1:15P				TH2 1:45A		
KEN	T30 6:00P				TH2 10:30A		TH2 6:30P	TH2 11:00P		F3 9:00A				F3 10:30P	S4 4:30A	S4 5:30A

ALL TIMES ARE LOCAL TIMES

MV MALASPINA NORTH LYNN CANAL TRIPS

The M/V Malaspina operates on a daily schedule as indicated in the following table. To determine the best connection for your trip, use these schedules. Please allow enough time to make appropriate connections with the sailings listed above. (See tables above)

DAILY SCHEDULE MAY 29 - SEPTEMBER 7, 1998

Leave Juneau	7:00AM
Arrive Haines	11:30AM
Leave Haines	12:30PM
Arrive Skagway	1:30PM

Leave Skagway	3:30PM
Arrive Haines	4:30PM
Leave Haines	5:30PM
Arrive Juneau	10:00PM

NOTE: The operation of the M/V Malaspina requires legislative approval and funding. Reservations will be confirmed after February 15, 1998.

MV KENNICOTT

**SOUTHEAST/SOUTHWEST INTER-TIE TRIPS

The M/V Kennicott for the month of June will depart from Juneau as indicated in the following table. To determine the best connection for your trip, use this schedule. Please allow enough time to make appropriate connections with the sailings listed above. (See tables above)..

Leave Juneau	Friday	June 19	8:30AM
Arrive Valdez	Saturday	June 20	4:30PM
Leave Valdez	Saturday	June 20	6:30PM
Arrive Seward	Sunday	June 21	6:30AM

Leave Seward	Sunday	June 21	10:30AM
Arrive Valdez	Sunday	June 21	10:30PM
Leave Valdez	Monday	June 22	12:30AM
Arrive Juneau	Tuesday	June 23	8:30AM

The M/V Kennicott is being constructed at the time of publication of this schedule. Please contact any Alaska Marine Highway Office for an update on construction progress.

ALASKA MARINE HIGHWAY JUNE 1998 Southbound Schedule — REVISED 11-19-97

AUR-AURORA MAL-MALASPINA
COL-COLUMBIA MAT-MATANUSKA
LEC-LE CONTE TAK-TAKU
KEN-KENNICOTT

LEAVE SCHEDULE	HALES	ARRIVE AURORA	HOONAH	TEKKEE	ANGON	ARRIVE SIKA	KAKE	PETERSBURG	WRANGELL	HOLLIS	KETCHIKAN	METLAKATLA	ARRIVE STEWART HYDER	ARRIVE RUPERT	ARRIVE BELLINGHAM
MAT		7:45P				SU31 5:30A		SU31 8:30P	TH 1:00A		TH 8:00A				TH 3:30P
LEC		7:00P	SU31 6:15P	SU31 10:15P	MI 1:30A	MI 6:30P	MI 10:30P								
TAK	SU31 11:15P	MI 1:15A	MI 6:45A					MI 3:15P	MI 7:15P		TZ 2:15A				TZ 9:15A
COL	MI 6:30P	MI 9:00P	TZ 5:30A					W3 3:00A	W3 8:00A		W3 4:00P				F5 6:00A
MAT	W3 8:45A	W3 10:45A	W3 4:15P					TH4 1:30A	TH4 5:45A		TH4 12:45P				TH4 8:15P
KEN	S6 5:15A	S6 7:45A	S6 4:30P					SU7 1:30A	SU7 5:30A		SU7 4:30P				T9 7:00A
LEC		W3 12:45P	W3 5:00P		W3 10:00P			TH4 3:00A	TH4 7:00A						
TAK		TH4 12:15P						FS 12:30P	FS 4:30P						S6 7:15A
LEC		FS 12:30P	FS 4:45P	FS 8:45P	FS 11:55P	S6 5:00A									
MAT		S6 8:15P				SU7 6:00A		SU7 8:30P	MB 1:00A		MB 8:00A				MB 1:30P
LEC		SU7 8:00P	MB 12:15A	MB 4:15A	MB 7:30A	MB 12:30P	T9 12:15A	T9 4:15A							
TAK	SU7 10:30P	MB 12:30A	MB 6:00A					MB 2:30P	MB 6:15P		T9 1:15A				T9 8:15A
COL	MB 6:30P	MB 9:00P	T9 5:00A					W10 2:15A	W10 7:30A		W10 4:00P				F12 6:00A
MAT	W10 8:30A	W10 10:30A	W10 4:00P					TH11 1:00A	TH11 5:00A		TH11 11:55A				TH11 7:30P
KEN	S13 8:30A	S13 11:00A	S13 6:45P					SU14 3:15A	SU14 7:15A		SU14 6:15P				T16 8:45A
LEC		W10 6:15P	W10 10:30P			TH11 3:30A		TH11 8:30A	TH11 12:30P						
TAK		TH11 11:00A				TH11 8:45P		F12 12:45P	F12 4:45P		F12 11:45P				S13 6:45A
LEC		F12 5:00P	F12 9:15P	S13 1:15A	S13 4:30A	S13 9:30A									
MAT		S13 6:15P				SU14 4:00A		SU14 7:00P	SU14 11:15P		M15 6:15A				M15 1:45P
LEC		SU14 7:00A	Ar. Pelican	SU14 1:30P											
TAK	SU14 10:15P	M15 12:15A	M15 5:45A					M15 2:15P	M15 6:15P		T16 1:15A				T16 8:15A
LEC		M15 12:45A	M15 5:00A	M15 9:00A	M15 12:15P	M15 5:15P	T16 5:00A	T16 9:00A							
COL	M15 7:15P	M15 9:45P	T16 3:45A					W17 1:15A	W17 6:15A		W17 3:45P				F19 6:00A
MAT	W17 5:00A	W17 7:00A	W17 12:30P					W17 9:45P	TH18 2:00A		TH18 9:00A				TH18 4:30P
KEN															
LEC		W17 7:30P	W17 11:45P			TH18 4:45A		TH18 9:45A	TH18 1:45P						
TAK		TH18 10:45A				TH18 8:30P		F19 11:15A	F19 3:15P		F19 11:15P				S20 6:15A
LEC		F19 6:00P	F19 10:15P	S20 2:15A	S20 5:30A	S20 10:30A									
MAT		S20 7:30P				SU21 5:15A		SU21 8:00P	M22 12:15A		M22 7:15A				M22 2:45P
LEC		SU21 8:00P	M22 12:15A	M22 4:15A	M22 7:30A	M22 12:30P	M22 11:55P	T23 4:00A							
TAK	SU21 10:15P	M22 12:15A	M22 5:45A					M22 2:15P	M22 6:15P		T23 1:15A				T23 8:15A
COL	M22 8:15P	M22 10:45P	T23 10:45A					W24 11:30A	W24 3:15P		W24 10:45P				F26 1:00P
KEN	T23 10:30P	W24 1:00A	W24 7:30A								TH25 3:00A				TH25 10:00A
MAT	W24 8:00A	W24 10:00A	W24 3:30P					TH25 12:45A	TH25 5:00A		TH25 11:55A				TH25 7:30P
LEC		W24 6:00P	W24 10:15P			TH25 3:15A		TH25 8:15A	TH25 12:15P						
TAK		TH25 11:00A				TH25 8:45P		F26 1:00P	F26 5:01P		S27 12:15A				S27 7:15A
KEN	S27 4:00A	S27 6:30A	S27 4:00P					SU28 1:00A	SU28 5:15A		SU28 4:15P				F30 6:15A
LEC		F26 5:15P	F26 9:30P	S27 1:30A	S27 4:45A	S27 9:45A									
MAT		S27 6:30P				SU28 4:15A		SU28 7:15P	SU28 11:30P		M29 6:30A				M29 2:00P
LEC		SU28 7:00A	Ar. Pelican	SU28 1:30P											
TAK	SU28 10:15P	M29 12:15A	M29 5:45A					M29 2:15P	M29 6:00P		F30 1:00A				F30 8:00A
COL		M29 1:00A	M29 5:15A	M29 9:15A	M29 12:30P	M29 5:30P	F30 5:15A	F30 9:15A							
LEC	M29 7:15P	M29 9:45P	F30 3:45A				F30 11:55A	W1 1:15A	W1 6:15A		W1 3:45P				F3 6:00A

ALL TIMES ARE LOCAL TIMES

MV AURORA - SOUTHERN PANHANDLE SUMMER 1998 EFFECTIVE JUNE 1, 1998 THROUGH SEPTEMBER 15, 1998

SUN Lv Hollis 6:15AM
Ar Ketchikan 9:00AM
Lv Ketchikan 12:15PM
Ar Metlakatla 1:30PM
Lv Metlakatla 2:15PM
Ar Ketchikan 3:30PM
Lv Ketchikan 6:15PM
Ar Hollis 9:00PM

MON Lv Hollis 6:15AM
Ar Ketchikan 9:00AM
Lv Ketchikan 11:00AM
Ar Metlakatla 12:15PM
Lv Metlakatla 2:45PM
Ar Ketchikan 4:00PM
Lv Ketchikan 6:15PM
Ar Hollis 9:00PM

MON Lv Hollis 10:00PM
TUE Ar Ketchikan 12:45AM
Lv Ketchikan 1:45AM
Ar Hyder 12:30PM
Lv Hyder 3:45PM
WED Ar Ketchikan 12:30AM
Lv Ketchikan 1:30AM
Ar Hollis 4:15AM

WED Lv Hollis 6:15AM
Ar Ketchikan 9:00AM
Lv Ketchikan 12:15PM
Ar Metlakatla 1:30PM
Lv Metlakatla 2:15PM
Ar Ketchikan 3:30PM
Lv Ketchikan 6:15PM
Ar Hollis 9:00PM

***WED** Lv Hollis 10:00PM
THU Ar Ketchikan 12:45AM
Lv Ketchikan 2:00AM
Ar Pr. Rupert 9:30AM
Lv Pr. Rupert 11:30AM
Ar Ketchikan 5:00PM
Lv Ketchikan 6:15PM
Ar Hollis 9:00PM

FRI Lv Hollis 6:15AM
Ar Ketchikan 9:00AM
Lv Ketchikan 12:15PM
Ar Metlakatla 1:30PM
Lv Metlakatla 2:15PM
Ar Ketchikan 3:30PM

FRI Lv Ketchikan 6:15PM
Ar Hollis 9:00PM
Lv Hollis 10:00PM
SAT Ar Ketchikan 12:45AM

SAT Lv Ketchikan 6:15AM
Ar Metlakatla 7:30AM
Lv Metlakatla 8:15AM
Ar Ketchikan 9:30AM
Lv Ketchikan 10:30AM
Ar Hollis 1:15PM
Lv Hollis 2:15PM
Ar Ketchikan 5:00PM
Lv Ketchikan 6:45PM
Ar Metlakatla 8:00PM
Lv Metlakatla 8:45PM
Ar Ketchikan 10:00PM
Lv Ketchikan 11:00PM
SUN Ar Hollis 1:45AM

JUNE 25, 1998

***THU** Lv Hollis 9:15AM
Ar Ketchikan 11:55AM
Lv Ketchikan 6:15PM
Ar Hollis 9:00PM

ALASKA MARINE HIGHWAY JULY 1998 Northbound Schedule — REVISED 11-19-97

AUR-AURORA MAL-MALASPINA
COL-COLUMBIA MAT-MATANUSKA
LEC-LE CONTE TAK-TAKU
KEN-KENNICOTT

	LEAVE BELLINGHAM	LEAVE PRINCE RUPERT	LEAVE STEWART HYDER	METLAKATLA	KETCHIKAN	HOLLIS	WRANGELL	PETERSBURG	KAKE	ARRIVE SIKA	ANCOON	TEHAKEE	HOONAH	JUNEAU AUR/BAY	HAINES	ARRIVE SKAGWAY	
MAT		M29 5:00P			M29 11:15P		T30 7:15A	T30 1:15P						T30 10:15P	W1 3:45A	W1 4:45A	
KEN	T30 6:00P				M29 10:30A		TH2 6:30P	TH2 11:00P		F3 9:00A				F3 10:30P	S4 4:30A	S4 5:30A	
LEC								T30 10:45A	T30 3:45P	W1 12:45A	W1 9:15A		W1 2:15P	W1 5:30P			
TAK		T30 10:00A			T30 4:00P		T30 10:45P	W1 7:30A		W1 1:15P			TH2 1:45A				
LEC							TH2 7:45P	TH2 7:45P			F3 12:45A	F3 4:00A	F3 8:15A	F3 11:30A			
MAT		M12 10:15P			F3 4:30A		F3 11:30A	F3 4:30P		S4 3:45A				S4 4:00P			
LEC									Lv. Sika	S4 6:15P	K105 12:30A	K105 3:45A	K105 8:00A	K105 11:15A			
TAK		S4 8:15A	BELOW	BELOW	S4 7:15P		S4 9:15P	K105 1:15A						K105 1:00P	K105 6:30P	K105 7:30P	
COL	F3 6:00P				K105 9:30A		K105 4:30P	K105 8:30P						M6 9:00A	M6 3:30P	M6 4:30P	
MAT		M6 5:30P			M6 11:45P		T7 8:15A	T7 1:15P						T7 10:15P	W8 3:45A	W8 4:45A	
LEC							T7 4:30A	T7 9:30A					W8 8:00A	W8 11:15A			
TAK		T7 10:00A	BELOW	BELOW	T7 4:00P		T7 11:00P	W8 7:30A		W8 1:15P			W8 8:00A	W8 11:15A			
LEC								TH9 12:15P	TH9 5:15P		TH9 10:15P	TH9 1:30A	F10 5:45A	F10 9:00A			
KEN	T7 6:00P		SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	TH9 8:00A	SEE M/V AURORA SCHEDULE	TH9 3:45P	TH9 8:45P		F10 8:00A				F10 9:45P	G11 3:45A	G11 4:45A	
LEC		TH9 9:30P			F10 3:45A		F10 10:30A	F10 3:15P		K11 2:30A				K11 3:00P			
TAK		S11 9:15A	SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	S11 4:00P		G11 11:00P	S112 7:45A						Lv. Pelican	S112 3:30P		
LEC															S112 1:00P	S112 7:30P	
COL	T10 6:00P				S112 9:30A		S112 4:30P	S112 8:30P							M13 8:30A	M13 7:30P	M13 3:30P
MAT		M13 3:15P			M13 9:30P		T14 4:30A	T14 9:15A							T14 6:15P	T14 11:45P	W15 12:45A
LEC								T14 8:30A		T14 11:15P	W15 7:45A		W15 12:45P	W15 4:00P			
TAK		T14 12:15P	SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	T14 7:15P		W15 7:15A	W15 6:15A		W15 6:00P				TH16 6:30A			
LEC								TH16 3:00P	TH16 8:00P		F17 1:00A	F17 4:15A	F17 8:30A	F17 11:45A			
KEN	T14 6:00P		SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	TH16 10:30A		TH16 5:45P	TH16 9:45P		F17 7:45A				F17 9:00P	K18 3:00A	K18 4:00A	
LEC		TH16 7:00P			F17 3:30A		F17 10:30A	F17 3:30P		S18 2:45A				S18 3:00P			
TAK		S18 8:15A	SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	S18 3:15P		S18 10:15P	S119 2:15A						S119 1:00P	S119 6:30P	S119 7:30P	
COL	F17 6:00P				S119 9:30A		S119 4:30P	S119 8:30P							M20 3:15P	M20 4:15P	
LEC		M20 4:30P			M20 10:45P		T21 6:15A	T21 12:15P						T21 9:15P	W22 7:45A	W22 3:45A	
TAK		T21 9:45A	SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	T21 3:45P		T21 10:30P	W22 2:15A		W22 1:00P				W22 7:45A	W22 11:00A		
KEN	T21 6:00P		SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	TH23 2:45A										F24 8:30A	** TO SE/SW INTER-TIE	
LEC							TH23 11:55A	TH23 5:00P			TH23 10:00P	F24 1:15A	F24 5:30A	F24 8:45A			
MAT		T23 9:15P	SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	F24 3:30A		F24 10:30A	F24 3:15P		S25 2:30A				S25 3:00P			
LEC									Lv. Sika	S25 11:15A	T25 5:30P	S25 8:45P	SU26 1:00A	SU26 4:15A			
TAK		S25 9:15A	SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE	S25 4:00P		S25 11:00P	SU26 3:00A						SU26 1:00P	SU26 6:30P	SU26 7:30P	
LEC														Lv. Pelican	SU26 3:30P		
COL	F24 6:00P				SU26 9:30A		SU26 4:30P	SU26 8:30P							M27 11:00A	M27 4:30P	M27 5:30P
KEN			SEE M/V AURORA SCHEDULE	SEE M/V AURORA SCHEDULE											**FROM SE/SW INTER-TIE	T28 1:00P	T28 7:30P
MAT		M27 3:15P			M27 9:30P		T28 4:30A	T28 9:00A							T28 6:15P	T28 11:45P	W29 12:45A
LEC								T28 8:30A		T28 2:00P	T28 11:00P	W29 7:30A		W29 12:30P	W29 3:45P		
TAK		T28 12:15P			T28 8:15P		W29 3:00A	W29 6:45A		W29 5:30P					TH30 6:00A		
KEN		TH30 3:30P			TH30 10:30P		F31 5:45A	F31 9:30A							F31 8:45P	K1 7:45A	K1 3:45A
LEC								TH30 12:45P	TH30 5:45P		TH30 10:45P	F31 2:00A	F31 6:15A	F31 9:30A			
MAT		TH30 6:00P			F31 12:30A		F31 7:30A	F31 12:30P		K1 1:45A					K1 2:00P		
COL	F31 9:00P				K12 10:30A		K12 5:15P	K12 9:00P							M3 8:45A	M3 7:45P	M3 3:45P

ALL TIMES ARE LOCAL TIMES

MV MALASPINA NORTH LYNN CANAL TRIPS

The M/V Malaspina operates on a daily schedule as indicated in the following table. To determine the best connection for your trip, use these schedules. Please allow enough time to make appropriate connections with the sailings listed above. (see tables above).

DAILY SCHEDULE MAY 29 - SEPTEMBER 7, 1998

Leave Juneau 7:00AM
Arrive Haines 11:30AM
Leave Haines 12:30PM
Arrive Skagway 1:30PM

Leave Skagway 3:30PM
Arrive Haines 4:30PM
Leave Haines 5:30PM
Arrive Juneau 10:00PM

NOTE: The operation of the M/V Malaspina requires legislative approval and funding. Reservations will be confirmed after February 15, 1998.

MV KENNICOTT

**SOUTHEAST/SOUTHWEST INTER-TIE TRIPS

The M/V Kennicott for the month of July will depart from Juneau as indicated in the following table. To determine the best connection for your trip, use this schedule. Please allow enough time to make appropriate connections with the sailings listed above. (See tables above)

Leave Juneau Friday July 24 8:30AM
Arrive Valdez Saturday July 25 4:30PM
Leave Valdez Saturday July 25 6:30PM
Arrive Seward Sunday July 26 6:30AM

Leave Seward Sunday July 26 10:30AM
Arrive Valdez Sunday July 26 10:30PM
Leave Valdez Monday July 27 12:30AM
Arrive Juneau Tuesday July 28 8:30AM

The M/V Kennicott is being constructed at the time of publication of this schedule. Please contact any Alaska Marine Highway Office for an update on construction progress.

ALASKA MARINE HIGHWAY

JULY 1998 Southbound Schedule — REVISED 11-19-97

AUR-AURORA MAL-MALASPINA
 COL-COLUMBIA MAT-MATANUSKA
 LEC-LE CONTE TAK-TAKU
 KEN-KENNICOTT

	LEAVE SKAGWAY	HAINES	JUNEAU AURORA BAY	HOONAH	TENAKEE	ANGOOK	ARRIVE SIKA	KAKE	PETERSBURG	WRANGELL	HOLLIS	KETCHIKAN	METLAKATLA	ARRIVE STEWART HYDER	ARRIVE PRINCE RUPERT	ARRIVE BELLINGHAM
COL	M29 7:15P	M29 9:45P	T30 3:45A				T30 11:55A		WI 1:15A	WI 6:15A		WI 3:45P				FI 6:00A
MAT	WI 7:45A	WI 9:45A	WI 3:15P						TH2 7:30A	TH2 8:45A		TH2 11:45A				TH2 7:15P
KEN	S4 8:30A	S4 11:00A	S4 5:30P						SUS 7:15A	SUS 6:15A		SUS 5:15P				T7 7:45A
LEC			WI 7:45P	WI 11:55P		TH2 5:00A		TH2 10:00A	TH2 7:00P							
TAK			TH2 10:30A			TH2 8:15P			F3 11:00A	F3 1:00P		F3 11:15P				S4 6:15A
LEC			F3 5:30P	F3 9:45P	S4 1:45A	S4 5:00A	S4 10:00A									
MAT			S4 7:00P			SUS 4:45A			SUS 7:30P	SUS 11:55P		M6 7:00A				M6 2:30P
LEC			SUS 7:15P	SUS 11:30P	M6 3:30A	M6 6:45A	M6 11:45A	M6 11:15P	T7 3:15A							
TAK	SUS 10:15P	M6 12:15A	M6 5:45A						M6 2:15P	M6 6:00P		T7 1:00A				T7 8:00A
COL	M6 7:30P	M6 10:00P	T7 4:00A				T7 12:15P		WR 7:00A	WR 6:30A		WR 4:00P				FI0 6:00A
MAT	WR 7:45A	WR 9:45A	WR 3:15P						TH9 12:15A	TH9 4:15A						
LEC			WR 5:15P	WR 9:30P		TH9 2:30A		TH9 7:30A	TH9 11:30A							TH9 6:45P
TAK			TH9 10:00A			TH9 7:45P		FI0 12:15P	FI0 4:15P			SI1 12:15A				SI1 7:15A
KEN			FI0 4:15P	FI0 8:30P	SI1 12:30A	SI1 3:45A	SI1 8:45A									
MAT	SI1 7:45A	SI1 10:15A	SI1 7:00P				SU12 3:00A		SU12 4:00A	SU12 8:00A	111	SU12 6:15P		111	111	TI4 8:45A
LEC			SI1 5:15P				SU12 7:00A	Ar Pelican	SU12 1:30P			MI3 4:45A				MI3 12:15P
TAK			SU12 7:00A						MI3 2:15P	MI3 6:15P		TI4 2:15A				TI4 9:15A
LEC			MI3 12:15A	MI3 5:45A					TI4 7:45A	TI4 7:45A						
COL	MI3 6:00P	MI3 8:30P	TI4 2:30A				TI4 10:45A		WI5 3:00A	WI5 7:15A		WI5 3:45P				FI7 6:00A
MAT	WI5 3:30A	WI5 5:10A	WI5 11:00A						WI5 8:15P	TH16 12:30A		TH16 8:30A				TH16 4:00P
LEC			WI5 8:00P	TH16 12:15A		TH16 5:15A		TH16 10:15A	TH16 7:15P							
TAK			TH16 9:15A						FI7 9:45A	FI7 1:45P		FI7 11:15P				SI8 6:15A
LEC			FI7 4:30P	FI7 8:45P	SI8 12:45A	SI8 4:00A	SI8 9:00A									
KEN	SI8 7:00A	SI8 9:30A	SI8 4:00P						SU19 12:45A	SU19 4:45A		SU19 3:45P				T71 6:15A
MAT	SI8 6:00P						SU19 3:45A		SU19 6:45P	SU19 11:00P		M20 6:00A				M20 1:30P
LEC			SU19 6:30P	SU19 10:45P	M20 7:45A	M20 6:00A	M20 11:00A	M20 10:30P	T21 2:30A							
TAK	SU19 10:00P	SU19 11:55P	M20 5:30A						M20 2:00P	M20 5:45P		T21 12:45A				T21 7:45A
COL	M20 7:15P	M20 9:45P	T21 3:45A				T21 11:55A		W22 1:15A	W22 6:15A		W22 4:00P				F24 6:00A
MAT	W22 6:45A	W22 8:45A	W22 2:15P						W22 11:30P	TH23 7:45A		TH23 10:45A				TH23 6:15P
LEC			W22 5:00P	W22 9:15P		TH23 2:15A		TH23 7:15A	TH23 11:15A							
TAK			TH23 10:00A				TH23 7:45P		F24 12:15P	F24 4:15P		S25 12:15A				S25 7:15A
LEC			F24 4:30P	F24 8:45P	S25 12:45A	S25 4:00A	S25 9:00A									
MAT			S25 5:30P				SU26 3:15A		SU26 6:00P	SU26 10:00P		M27 5:00A				M27 12:30P
LEC			SU26 7:00A	Ar Pelican	SU26 1:30P											
TAK	SU26 10:15P		SU26 5:45A						M27 2:15P	M27 6:15P		T28 2:15A				T28 9:15A
LEC			SU26 11:45P	M27 4:00A	M27 8:00A	M27 11:15A	M27 4:15P	T28 3:45A	T28 7:45A							
COL	M27 8:30P	T28 1:00A	T28 11:30A				T28 10:45P		W29 7:45P	W29 6:30P		TH30 2:00A				FI1 1:00P
KEN	T28 10:45P	W29 1:00A	W29 9:30A									TH30 5:30A				TH30 12:30P
MAT	W29 3:30A	W29 5:30A	W29 11:00A						W29 8:15P	TH30 12:30A		TH30 7:30A				TH30 3:00P
LEC			W29 5:45P	W29 10:00P		TH30 3:00A		TH30 8:00A	TH30 11:55A							
TAK			TH30 8:30A				TH30 6:15P		F31 8:45A	F31 7:15P		F31 11:15P				SI 6:15A
LEC			F31 3:30P	F31 7:45P	F31 11:45P	SI 3:00A	SI 8:00A									

ALL TIMES ARE LOCAL TIMES

M/V AURORA - SOUTHERN PANHANDLE SUMMER 1998

EFFECTIVE JUNE 1, 1998 THROUGH SEPTEMBER 15, 1998

SUN Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 12:15PM Ar Metlakatla 1:30PM Lv Metlakatla 2:15PM Ar Ketchikan 3:30PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	MON Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 11:00AM Ar Metlakatla 12:15PM Lv Metlakatla 2:45PM Ar Ketchikan 4:00PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	TUE Ar Ketchikan 12:45AM Lv Ketchikan 1:45AM Ar Hyder 12:30PM Lv Hyder 3:45PM	WED Ar Ketchikan 12:30AM Lv Ketchikan 1:30AM Ar Hollis 4:15AM	WED Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 12:15PM Ar Metlakatla 1:30PM Lv Metlakatla 2:15PM Ar Ketchikan 3:30PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	THU Ar Ketchikan 12:45AM Lv Ketchikan 2:00AM Ar Pr. Rupert 9:30AM Lv Pr. Rupert 11:30AM Ar Ketchikan 5:00PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	FRI Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 12:15PM Ar Metlakatla 1:30PM Lv Metlakatla 2:15PM Ar Ketchikan 3:30PM	SAT Lv Ketchikan 6:15AM Ar Metlakatla 7:30AM Lv Metlakatla 8:15AM Ar Ketchikan 9:30AM Lv Ketchikan 10:30AM Ar Hollis 1:15PM Lv Hollis 2:15PM Ar Ketchikan 5:00PM Lv Ketchikan 6:45PM Ar Metlakatla 8:00PM Lv Metlakatla 8:45PM Ar Ketchikan 10:00PM Lv Ketchikan 11:00PM	SUN Ar Hollis 1:45AM
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JULY 30, 1998

*THU Lv Hollis 9:15AM Ar Ketchikan 11:55AM Lv Ketchikan 6:15PM Ar Hollis 9:00PM

ALASKA MARINE HIGHWAY AUGUST 1998 Northbound Schedule — REVISED 11-19-97

AUR-AURORA MAL-MALASPINA
COL-COLUMBIA MAT-MATANUSKA
LEC-LE CONTE TAK-TAKU
KEN-KENNICOTT

	LEAVE BELLINGHAM	LEAVE PRINCE RUPERT	LEAVE STEWART HYDER	METLAKATLA	KETCHIKAN	HOLLIS	WRANGELL	PETERSBURG	KAKE	ARRIVE SITKA	ANGoon	TENAKEE	HOONAH	JUNEAU AUR BAY	HAINES	ARRIVE SKAGWAY	
KEN		TH30 3:30P			TH30 10:30P		F31 5:45A	F31 9:30A							F31 8:45P	S1 7:45A	S1 3:45A
MAT		TH30 6:00P			F31 12:30A		F31 7:30A	F31 12:30P		S1 1:45A					S1 2:00P		
LEC									Lv. Sitka	S1 4:15P	S1 10:30P	SU2 1:45A	SU2 6:00A	SU2 9:15A			
TAK		S1 8:15A			S1 3:15P		S1 10:15P	SU2 2:15A							SU2 1:00P	SU2 6:30P	SU2 7:30P
COL	F31 9:00P				SU2 10:30A		SU2 5:15P	SU2 9:00P							M3 8:45A	M3 2:45P	M3 3:45P
MAT		M3 2:45P			M3 9:00P		T4 4:15A	T4 9:00A							T4 6:00P	T4 11:30P	W5 12:30A
LEC																	
TAK		T4 10:45A			T4 5:00P		TH4 11:55P	W5 4:00A		W5 5:45P				W5 6:45A	W5 10:00A		
LEC																	
KEN	T4 6:00P				TH6 8:15A		TH6 3:00P	TH6 7:45P		F7 7:00A				F7 9:45P	S8 3:45A	S8 4:45A	
MAT		TH6 8:15P			F7 2:30A		F7 9:15A	F7 2:15P							S8 2:00P		
LEC									Lv. Sitka	S8 10:00A	S8 4:15P	S8 7:30P	S8 11:45P	SU9 3:00A			
TAK		S8 8:15A			S8 3:15P		S8 10:15P	TU9 2:15A						SU9 1:00P	SU9 6:30P	SU9 7:30P	
LEC											Lv. Pelican	SU9 3:15P		SU9 9:45P			
COL	F7 6:00P				SU9 8:00A		SU9 3:00P	SU9 7:00P						M10 8:45A	M10 3:15P	M10 4:15P	
MAT		M10 2:00P			M10 8:15P		TU11 3:00A	TU11 7:30A						TU11 4:45P	TU11 10:15P	TU11 11:15P	
LEC																	
TAK		TU11 12:15P			TU11 7:15P		W12 2:30A	W12 6:15A		W12 5:00P				W12 11:45A	W12 3:00P		
LEC																	
KEN	TU11 6:00P				TH13 9:30A		TH13 4:30P	TH13 8:15P		F14 6:15A				F14 7:30P	S15 1:30A	S15 2:30A	
MAT		TH13 5:45P			F14 1:15A		F14 8:45A	F14 2:00P		S15 1:15A				S15 1:30P			
LEC									Lv. Sitka	S15 4:00P	S15 10:15P	SU16 1:30A	SU16 5:45A	SU16 9:00A			
TAK		S15 7:15A			S15 2:15P		S15 9:15P	SU16 1:15A						SU16 1:00P	SU16 6:30P	SU16 7:30P	
COL	F14 6:00P				SU16 9:00A		SU16 4:00P	SU16 8:00P						M17 8:45A	M17 3:15P	M17 4:15P	
MAT		M17 4:45P			M17 11:00P		TU18 6:00A	TU18 11:00A						TU18 8:00P	W19 1:30A	W19 2:30A	
LEC																	
TAK		TU18 10:45A			TU18 4:45P		TU18 11:45P	W19 3:45A		W19 6:00P				W19 6:30A	W19 9:45A		
LEC																	
KEN	TU18 6:00P				TH20 12:30P		FU11 9:30A	FU11 2:30P						FU11 8:30A	** TO SE/SW INTER-TIE		
MAT		TH20 8:00P			FU11 2:30A		FU11 9:30A	FU11 2:30P		SU22 1:45A				SU22 2:00P			
LEC									Lv. Sitka	SU22 10:15A	SU22 4:30P	SU22 7:45P	SU22 11:55P	SU23 3:15A			
TAK		SU22 8:15A			SU22 3:15P		SU22 10:15P	SU23 2:15A						SU23 1:00P	SU23 6:30P	SU23 7:30P	
LEC											Lv. Pelican	SU23 3:15P		SU23 9:45P			
COL	F21 6:00P				SU23 8:00A		SU23 3:00P	SU23 7:00P						M24 9:00A	M24 3:30P	M24 4:30P	
MAT		M24 6:00P			TU25 12:15A		TU25 9:15A	TU25 2:15P						TU25 11:15P	W26 4:45A	W26 5:45A	
LEC														** FROM SE/SW INTER-TIE	TU25 1:00P	TU25 6:30P	
KEN															TU25 7:30P		
LEC																	
TAK		TU25 11:45A			TU25 6:30P		W26 1:30A	W26 5:15A		W26 4:00P				W26 11:15A	W26 2:30P		
KEN		TH27 3:30P			TH27 10:30P		F28 5:30A	F28 9:30A						F28 8:45P	S29 2:45A	S29 3:45A	
LEC																	
MAT		TH27 11:15P			F28 6:15A		F28 1:45P	F28 6:45P		S29 6:00A				S29 6:15P			
LEC									Lv. Sitka	S29 2:15P	S29 8:30P	S29 11:45P	SU30 4:00A				
TAK		S29 8:15A			S29 3:15P		S29 10:15P	SU30 2:15A						SU30 1:00P	SU30 6:30P	SU30 7:30P	
COL	F28 9:00P				SU30 9:30A		SU30 4:30P	SU30 8:30P						M31 8:45A	M31 2:45P	M31 3:45P	
MAT		M31 9:15P			TU 3:30A		TU 10:30A	TU 3:15P						W2 12:15A	W2 5:45A	W2 6:45A	

ALL TIMES ARE LOCAL TIMES

MV MALASPINA NORTH LYNN CANAL TRIPS

The M/V Malaspina operates on a daily schedule as indicated in the following table. To determine the best connection for your trip, use these schedules. Please allow enough time to make appropriate connections with the sailings listed above. (See tables above)

DAILY SCHEDULE MAY 29 - SEPTEMBER 7, 1998

Leave Juneau	7:00AM
Arrive Haines	11:30AM
Leave Haines	12:30PM
Arrive Skagway	1:30PM

Leave Skagway	3:30PM
Arrive Haines	4:30PM
Leave Haines	5:30PM
Arrive Juneau	10:00PM

NOTE: The operation of the M/V Malaspina requires legislative approval and funding. Reservations will be confirmed after February 15, 1998.

MV KENNICOTT

**SOUTHEAST/SOUTHWEST INTER-TIE TRIPS

The M/V Kennicott for the month of August will depart from Juneau as indicated in the following table. To determine the best connection for your trip, use this schedule. Please allow enough time to make appropriate connections with the sailings listed above. (See tables above)

Leave Juneau	Friday	August 21	8:30AM
Arrive Valdez	Saturday	August 22	4:30PM
Leave Valdez	Saturday	August 22	6:30PM
Arrive Seward	Sunday	August 23	6:30AM

Leave Seward	Sunday	August 23	10:30AM
Arrive Valdez	Sunday	August 23	10:30PM
Leave Valdez	Monday	August 24	12:30AM
Arrive Juneau	Tuesday	August 25	8:30AM

The M/V Kennicott is being constructed at the time of publication of this schedule. Please contact any Alaska Marine Highway Office for an update on construction progress.

ALASKA MARINE HIGHWAY

AUGUST 1998 Southbound Schedule — REVISED 11-19-97

AUR-AURORA
COL-COLUMBIA
LEC-LE CONTE
MAL-MALASPINA
MAT-MATANUSKA
TAK-TAKU
KEN-KENNICOTT

LEAVE SKAGWAY	HALES	JUNEAU ALASKA BAY	HOONAH	TENAKEE	ANGOOON	ARRIVE SITKA	KAKE	PETERSBURG	WRANGELL	HOLLIS	KETCHIKAN	METLAKATLA	ARRIVE STEWART HYDER	ARRIVE PRINCE RUPERT	ARRIVE BELLINGHAM
TAK		TH20 8:30A				TH20 6:15P		TH21 8:45A	TH21 2:15P		TH21 11:15P			TH21 6:15A	
LEC		F31 3:30P	F31 7:45P	F31 11:45P	S1 3:00A	S1 8:00A		SU2 3:15A	SU2 7:15A		SU2 6:15P				T4 8:15A
KEN	S1 6:45A	S1 9:15A	S1 6:15P					SU2 3:15A	SU2 7:15A		SU2 6:15P				
MAT		S1 4:00P				SU2 2:45A		SU2 5:15P	SU2 9:15P		M1 4:15A			M3 11:45A	
LEC		SU2 5:30P	SU2 9:45P	M3 1:45A	M3 5:00A	M3 10:00A	M3 9:45P	T4 1:45A							
TAK	SU2 10:15P	M3 12:15A	M3 5:45A					M3 2:15P	M3 6:15P		T4 1:45A			T4 8:45A	
COL	M3 6:15P	M3 8:45P	T4 2:45A			T4 11:00A		W5 12:15A	W5 5:00A		W5 3:45P				F7 6:00A
MAT	W5 3:30A	W5 5:30A	W5 11:00A					W5 8:15P	TH6 2:15A		TH6 9:45A			TH6 5:15P	
LEC		W5 4:00P	W5 8:15P		TH6 1:15A		TH6 6:15A	TH6 10:15A							
TAK		TH6 9:00A				TH6 6:45P		F7 10:45A	F7 2:45P		F7 11:15P			S8 6:15A	
LEC		F7 3:00P	F7 7:15P	F7 11:15P	S8 2:30A	S8 7:30A									
KEN	S8 7:45A	S8 10:15A	S8 7:00P					SU9 4:00A	SU9 8:00A		SU9 6:15P				T11 8:45A
MAT		S8 4:30P				SU9 2:15A		SU9 4:45P	SU9 8:45P		M10 3:45A			M10 11:15A	
LEC		SU9 7:00A	Ar. Pelican	SU9 1:30P											
TAK	SU9 10:15P	M10 12:15A	M10 5:45A					M10 2:15P	M10 6:15P		T11 2:15A			T11 9:15A	
LEC		SU9 10:45P	M10 3:00A	M10 7:00A	M10 10:15A	M10 3:15P	T11 3:30A	T11 7:30A							
COL	M10 7:15P	M10 10:15P	T11 6:30A			T11 3:45P		W12 5:30A	W12 9:45A		W12 5:15P				F14 7:45A
MAT	W12 2:15A	W12 4:15A	W12 9:45A					W12 7:00P	W12 11:15P		TH13 7:15A			TH13 2:45P	
LEC		W12 7:00P	W12 11:15P		TH13 4:15A		TH13 9:15A								
TAK		TH13 8:00A				TH13 5:45P		F14 8:15A	F14 12:15P		F14 10:15P			S15 5:15A	
LEC		F14 3:15P	F14 7:30P	F14 11:30P	S15 2:45A	S15 7:45A									
KEN	S15 5:30A	S15 8:00A	S15 2:30P					S15 11:30P	SU16 3:30A		SU16 3:30P				T18 6:30A
MAT		S15 4:30P				SU16 2:15A		SU16 5:30P	SU16 9:45P		M17 4:45A			M17 12:15P	
LEC		SU16 5:15P	SU16 9:30P	M17 1:30A	M17 4:45A	M17 9:45A	M17 9:15P	T18 1:15A							
TAK	SU16 10:15P	M17 12:15A	M17 5:45A					M17 2:15P	M17 6:15P		T18 1:15A			T18 8:15A	
COL	M17 8:15P	M17 10:45P	T18 8:30A			T18 4:45P		W19 9:15A	W19 1:00P		W19 8:30P				F21 10:45A
MAT	W19 5:30A	W19 7:30A	W19 1:00P					W19 10:15P	TH20 2:30A		TH20 9:30A			TH20 5:00P	
LEC		W19 2:45P	W19 7:00P		W19 11:55P		TH20 5:00A	TH20 9:00A							
TAK		TH20 9:00A				TH20 6:45P		F21 10:45A	F21 2:45P		F21 11:15P			S22 6:15A	
LEC		F21 3:30P	F21 7:45P	F21 11:45P	S22 3:00A	S22 8:00A									
MAT		S22 4:30P				SU23 2:15A		SU23 5:15P	SU23 9:30P		M24 6:00A			M24 1:30P	
LEC		SU23 7:00A	Ar. Pelican	SU23 1:30P											
TAK	SU23 10:15P	M24 12:15A	M24 5:45A					M24 2:15P	M24 6:15P		T25 1:45A			T25 8:45A	
LEC		SU23 10:45P	M24 3:00A	M24 7:00A	M24 10:15A	M24 3:15P	T25 2:45A	T25 6:45A							
COL	M24 7:30P	M24 10:30P	T25 10:15A			T25 9:30P		W26 1:00P	W26 4:45P		TH27 12:15A				F28 1:15P
KEN	T25 10:30P	W26 1:00A	W26 9:30A								TH27 5:30A			TH27 12:30P	
LEC		W26 3:45P	W26 8:00P		TH27 1:00A		TH27 6:00A	TH27 10:00A							
MAT	W26 8:45A	W26 10:45A	W26 4:15P					TH27 1:30A	TH27 5:45A		TH27 12:45P			TH27 8:15P	
TAK		TH27 7:00A				TH27 4:45P		F28 7:30A	F28 12:15P		F28 11:15P			S29 6:15A	
KEN	S29 6:45A	S29 9:15A	S29 6:15P					SU30 3:15A	SU30 7:15A		SU30 6:15P				T1 8:15A
LEC		F28 1:30P	F28 5:45P	F28 9:45P	S29 1:00A	S29 6:00A									
MAT		S29 9:15P				SU30 7:00A		SU30 10:00P	M31 2:15A		M31 9:15A			M31 4:45P	
LEC		SU30 3:30P	SU30 7:45P	SU30 11:45P	M31 3:00A	M31 8:00A	M31 8:00P	M31 11:55P							
TAK	SU30 10:15P	M31 12:15A	M31 5:45A					M31 2:15P	M31 6:15P		F1 1:15A			F1 8:15A	
COL	M31 6:45P	M31 9:15P	T1 7:15A			T1 3:30P		W2 6:45A	W2 10:45A		W2 6:15P				F4 9:00A

ALL TIMES ARE LOCAL TIMES

M/V AURORA - SOUTHERN PANHANDLE SUMMER 1998 EFFECTIVE JUNE 1, 1998 THROUGH SEPTEMBER 15, 1998

SUN Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 12:15PM Ar Metlakatla 1:30PM Lv Metlakatla 2:15PM Ar Ketchikan 3:30PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	MON Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 11:00AM Ar Metlakatla 12:15PM Lv Metlakatla 2:45PM Ar Ketchikan 4:00PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	TUE Ar Ketchikan 12:45AM Lv Ketchikan 1:45AM Ar Hyder 12:30PM Lv Hyder 3:45PM WED Ar Ketchikan 12:30AM Lv Ketchikan 1:30AM Ar Hollis 4:15AM	WED Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 12:15PM Ar Metlakatla 1:30PM Lv Metlakatla 2:15PM Ar Ketchikan 3:30PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	THU Ar Ketchikan 12:45AM Lv Ketchikan 2:00AM Ar Pr. Rupert 9:30AM Lv Pr. Rupert 11:30AM Ar Ketchikan 5:00PM Lv Ketchikan 6:15PM Ar Hollis 9:00PM	FRI Lv Hollis 6:15AM Ar Ketchikan 9:00AM Lv Ketchikan 12:15PM Ar Metlakatla 1:30PM Lv Metlakatla 2:15PM Ar Ketchikan 3:30PM	SAT Lv Ketchikan 6:15AM Ar Metlakatla 7:30AM Lv Metlakatla 8:15AM Ar Ketchikan 9:30AM Lv Ketchikan 10:30AM Ar Hollis 1:15PM Lv Hollis 2:15PM Ar Ketchikan 5:00PM Lv Ketchikan 6:45PM Ar Metlakatla 8:00PM Lv Metlakatla 8:45PM Ar Ketchikan 10:00PM Lv Ketchikan 11:00PM Ar Hollis 1:45AM
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AUGUST 27, 1998

***THU** Lv Hollis 9:15AM
Ar Ketchikan 11:55AM
Lv Ketchikan 6:15PM
Ar Hollis 9:00PM

ALASKA MARINE HIGHWAY

SEPTEMBER 1998 Northbound Schedule - REVISED 11-19-97

AUR-AURORA MAL-MALASPINA
 COL-COLUMBIA MAT-MATANUSKA
 LEC-LE CONTE TAK-TAKU
 KEN-KENNICOTT

	LEAVE BELLINGHAM	LEAVE PRINCE RUPERT	LEAVE STEWART HYDER	METLAKATLA	KETCHIKAN	HOLLIS	WRANGELL	PETERSBURG	KAKE	ARRIVE SITKA	ANGoon	TENAKEE	HOONAH	JUNEAU ALAKE BAY	HAINES	ARRIVE SKAGWAY		
MAT		H11 9:15P			T1 3:30A		T1 10:30A	F1 3:15P								W7 12:15A	W7 5:45A	W7 6:45A
LEC								T1 1:30A	T1 6:30A	T1 3:30P	T1 11:55P		W2 5:00A	W2 8:15A				
TAK		T1 11:00A			T1 5:00P		T1 11:45P	W2 3:30A		W2 4:45P								
LEC								TH3 9:15A	TH3 2:15P		TH3 7:15P	TH3 10:30P	F4 2:45A	F4 6:00A				
KEN	T1 6:00P				TH3 9:00A		TH3 4:00P	TH3 8:00P		F4 6:00A				F4 8:30P	SS 2:30A	SS 3:30A		
MAT		TH3 11:45P			F4 6:15A		F4 1:45P	F4 7:30P		SS 6:45A				SS 7:00P				
LEC									Lv. Sitka	SS 9:00A	SS 3:15P	SS 6:30P	SS 10:45P	SU6 7:00A				
TAK		SS 8:15A			SS 3:15P		SS 10:15P	SU6 7:00A						SU6 1:00P	SU6 6:30P	SU6 7:30P		
LEC											Lv. Pelican	SU6 3:30P		SU6 10:00P				
COL	F4 6:00P				SU6 8:00A		SU6 3:00P	SU6 9:45P						H7 9:15A	H7 3:15P	H7 4:15P		
MAT		H7 10:00P			TR 4:15A		TR 11:15A	TR 4:15P						W9 1:15A	W9 6:45A	W9 7:45A		
LEC								TR 3:30P	TR 6:30P	W9 3:30A	W9 11:30A		W9 4:30P	W9 7:45P				
TAK		TR 10:45A			TR 5:45P		W9 12:45A	W9 4:45A		W9 3:30P				TH10 4:15A				
LEC									Lv. Sitka	TH10 1:00P	TH10 7:15P	TH10 10:30P	F11 2:45A	F11 7:00A	F11 12:30P	F11 1:30P		
KEN	TR 6:00P				TH10 12:30P									F11 8:30A	** TO SE/SW INTER-TIE			
MAT		F11 12:45A			F11 7:15A		F11 2:00P	F11 6:45P		S12 6:00A				S12 6:15P				
LEC									Lv. Sitka	S12 8:45P	SU13 3:00A	SU13 6:15A	SU13 10:30A	SU13 1:45P				
TAK		S12 11:15A			S12 6:00P		SU13 1:00A	SU13 5:00A						SU13 7:15P	SU13 8:15P	SU13 9:15P		
LEC									Lv. Sitka	M14 10:30A	M14 4:45P	M14 8:00P	T15 12:15A	T15 3:30A				
COL	F11 6:00P				SU13 9:30A		SU13 4:30P	SU13 8:30P						M14 10:30A	M14 4:30P	M14 5:30P		
MAT		M14 8:15P			T15 2:30A		T15 10:30A	T15 3:30P						W16 12:30A	W16 6:00A	W16 7:00A		
KEN												** FROM SE/SW INTER-TIE		T15 12:30P	T15 6:30P	T15 7:30P		
TAK		T15 1:15P			T15 9:15P		W16 5:30A	W16 9:15A		W16 11:00P				TH17 11:45A				
LEC								W16 4:15P	W16 9:15P	TH17 5:15A	TH17 1:45P		TH17 6:45P	TH17 11:00P	F18 4:30A	F18 5:30A		
MAT		F18 12:15A			F18 7:00A		F18 2:00P	F18 7:30P		S19 6:45A				S19 7:00P				
LEC									Lv. Sitka	S19 3:15P	S19 9:30P	SU20 12:45A	SU20 5:00A	SU20 8:15A				
TAK		S19 11:15A			S19 4:15P													
LEC											Lv. Pelican	SU20 5:45P		H21 12:15A				
LEC									Lv. Sitka	H21 10:30P	T22 4:45A	T22 8:00A	T22 12:15P	T22 3:30P				
COL	F18 6:00P				SU20 8:00A		SU20 3:00P	SU20 9:30P						H21 9:00A	H21 3:00P	H21 4:00P		
MAT		H21 8:15P			T22 2:30A		T22 9:30A	T22 2:30P						T22 11:30P	W23 5:00A	W23 6:00A		
LEC								TH24 1:15A	TH24 6:15A	TH24 3:30P	TH24 11:55P		F25 5:00A	F25 9:15A	F25 7:45P	F25 3:45P		
MAT		TH24 11:00P			F25 5:30A		F25 12:30P	F25 5:15P		S26 4:30A				S27 4:45P				
LEC									Lv. Sitka	SU27 1:15A	SU27 7:30A	SU27 10:45A	SU27 3:00P	SU27 6:15P				
COL	F25 6:00P				SU27 9:30A		SU27 4:45P	SU27 8:30P						H28 10:30A	H28 4:30P	H28 5:30P		
LEC									Lv. Sitka	H28 2:00P	H28 8:15P	H28 11:30P	T29 1:45A	T29 7:00A				
MAT		H28 7:00P			T29 1:15A		T29 8:15A	T29 1:15P						T29 10:15P	W30 3:45A	W30 4:45A		

ALL TIMES ARE LOCAL TIMES

MV MALASPINA NORTH LYNN CANAL TRIPS

The M/V Malaspina operates on a daily schedule as indicated in the following table. To determine the best connection for your trip, use these schedules. Please allow enough time to make appropriate connections with the sailings listed above. (See tables above)

DAILY SCHEDULE MAY 29 - SEPTEMBER 7, 1998

Leave Juneau	7:00AM
Arrive Haines	11:30AM
Leave Haines	12:30PM
Arrive Skagway	1:30PM
Leave Skagway	3:30PM
Arrive Haines	4:30PM
Leave Haines	5:30PM
Arrive Juneau	10:00PM

NOTE: The operation of the M/V Malaspina requires legislative approval and funding. Reservations will be confirmed after February 15, 1998.

MV KENNICOTT

**SOUTHEAST/SOUTHWEST INTER-TIE TRIPS

The M/V Kennicott for the month of June will depart from Juneau as indicated in the following table. To determine the best connection for your trip, use this schedule. Please allow enough time to make appropriate connections with the sailings listed above. (See tables above)

Leave Juneau	Friday	Sept 11	8:30AM
Arrive Valdez	Saturday	Sept 12	4:30PM
Leave Valdez	Saturday	Sept 12	6:30PM
Arrive Seward	Sunday	Sept 13	6:30AM
Leave Seward	Sunday	Sept 13	10:30AM
Arrive Valdez	Sunday	Sept 13	10:30PM
Leave Valdez	Monday	Sept 14	12:30AM
Arrive Juneau	Tuesday	Sept 15	8:30AM

The M/V Kennicott is being constructed at the time of publication of this schedule. Please contact any Alaska Marine Highway Office for an update on construction progress.

SOUTHCENTRAL/SOUTHWEST ALASKA MV TUSTUMENA

MAY EASTBOUND

Leave SELDOVIA	Leave HOMER	PORT LIONS	Arrive KODIAK	Leave SEWARD	Arrive VALDEZ
SU3 6:00A	SU3 9:30A		SU3 7:00P		
M4 6:30A	M4 9:30A		M4 7:00P		
TS 6:00P	TS 11:30P		W6 9:00A		
TH14 6:00A TH14 9:30A TH14 7:00P TH14 9:00A					
T12 4:00P	T12 7:55P	W13 6:30A	Lv. W13 4:00P	TH14 9:45A	
SU17 6:00A	SU17 9:30A		SU17 7:00P		
M18 6:30A	M18 9:30A		M18 7:00P		
TH19 5:00P	TH19 8:00A		Lv. W20 4:00P	TH21 9:45A	TH21 11:00P
SU24 5:00A	SU24 8:00A		SU24 5:30P		
M25 6:30A	M25 9:30A		M25 7:00P		
T26 7:00P	T26 7:55P	W27 6:30A	Lv. W27 4:00P	TH28 9:45A	TH28 11:00P
SU31 6:00A	SU31 9:30A		SU31 7:00P		

* Kodiak King Crab Festival May 20 - 25

JUNE EASTBOUND

Leave SELDOVIA	Leave HOMER	PORT LIONS	Arrive KODIAK	Leave SEWARD	Arrive VALDEZ
T2 4:00P	M1 9:30A		M1 7:00P		
SU7 6:00A	T2 7:55P	W3 6:30A	Lv. W3 4:00P	TH4 9:45A	TH4 11:00P
M8 6:30A	SU7 9:30A		SU7 7:00P		
TH9 4:00P	M8 9:30A		M8 7:00P		
TH9 4:00P TH9 11:30P TH9 7:00P TH9 9:00A					
T16 4:00P	T16 7:55P	W17 6:30A	Lv. W17 4:00P	TH18 9:45A	TH18 11:00P
SU21 6:00A	SU21 9:30A		SU21 7:00P		
M22 6:30A	M22 9:30A		M22 7:00P		
T23 4:00P	T23 7:55P	W24 6:30A	Lv. W24 4:00P	TH25 9:45A	TH25 11:00P
SU28 6:00A	SU28 9:30A		SU28 7:00P		
M29 6:30A	M29 9:30A		M29 7:00P		
T30 4:00P	T30 7:55P	W1 6:30A	Lv. W1 4:00P	TH2 9:45A	TH2 11:00P

JULY EASTBOUND

Leave SELDOVIA	Leave HOMER	PORT LIONS	Arrive KODIAK	Leave SEWARD	Arrive VALDEZ
SUS 6:00A	SUS 9:30A		SUS 7:00P		
M6 6:30A	M6 9:30A		M6 7:00P		
T7 4:00P	T7 11:30P		W8 9:00A		
TH16 6:00A TH16 9:30A TH16 7:00P TH16 9:00A					
T14 4:00P	T14 7:55P	W15 6:30A	Lv. W15 4:00P	TH16 9:45A	TH16 11:00P
SU19 6:00A	SU19 9:30A		SU19 7:00P		
M20 6:30A	M20 9:30A		M20 7:00P		
T21 4:00P	T21 7:55P	W22 6:30A	Lv. W22 4:00P	TH23 9:45A	TH23 11:00P
SU26 6:00A	SU26 9:30A		SU26 7:00P		
M27 6:30A	M27 9:30A		M27 7:00P		
T28 4:00P	T28 7:55P	W29 6:30A	Lv. W29 4:00P	TH30 9:45A	TH30 11:00P

AUGUST EASTBOUND

Leave SELDOVIA	Leave HOMER	PORT LIONS	Arrive KODIAK	Leave SEWARD	Arrive VALDEZ
SU2 6:00A	SU2 9:30A		SU2 7:00P		
M3 6:30A	M3 9:30A		M3 7:00P		
T4 4:00P	T4 11:30P		W5 9:00A		
TH13 6:00A TH13 9:30A TH13 7:00P TH13 9:00A					
T11 4:00P	T11 7:55P	W12 6:30A	Lv. W12 4:00P	TH13 9:45A	TH13 11:00P
SU16 6:00A	SU16 9:30A		SU16 7:00P		
M17 6:30A	M17 9:30A		M17 7:00P		
TH18 4:00P	TH18 7:55P	W19 6:30A	Lv. W19 4:00P	TH20 9:45A	TH20 11:00P
SU23 6:00A	SU23 9:30A		SU23 7:00P		
M24 6:30A	M24 9:30A		M24 7:00P		
T25 4:00P	T25 7:55P	W26 6:30A	Lv. W26 4:00P	TH27 9:45A	TH27 11:00P
SU30 6:00A	SU30 9:30A		SU30 7:00P		
M31 6:30A	M31 9:30A		M31 7:00P		

SEPTEMBER EASTBOUND

Leave SELDOVIA	Leave HOMER	PORT LIONS	Arrive KODIAK	Leave SEWARD	Leave CORDOVA	Arrive VALDEZ
T1 4:00P	T1 7:55P	W2 6:30A	Lv. W2 4:00P	TH3 9:45A		TH3 11:00P
TH8 6:00A TH8 9:30A TH8 7:00P TH8 9:00A						
T8 4:00P	T8 11:30P		W9 9:00A			
TH17 6:00A TH17 9:30A TH17 7:00P TH17 9:00A						
T15 4:00P	T15 7:55P	W16 6:30A	Lv. W16 4:00P	TH17 9:45A	TH17 11:45P	*TH18 7:30A
T22 1:00P	T22 7:55P	W23 6:30A	Lv. W23 4:00P	TH24 9:45A	TH24 11:45P	*T25 7:30A
T29 1:00P	T29 7:55P	W30 6:30A	Lv. W30 4:00P	TH1 9:45A	TH1 11:45P	*T2 7:30A

Whistle stops at Chenega Bay are on Thursdays Between Seward and Valdez arriving Chenega Bay at 2:15PM. Vessel will not stop if there are no reservations.

MAY WESTBOUND

Leave VALDEZ	Leave SEWARD	Leave KODIAK	PORT LIONS	Leave HOMER	Arrive SELDOVIA
F15 9:30P	S2 12:45P	S2 3:45P	SU3 3:30A	SU3 4:55A	
SU3 10:30P	M4 10:30P	M4 12:30P	Ar. M4 8:00A	TS 2:00P	
M11 10:30P	S16 12:45P	S16 3:45P	SU17 3:30A	SU17 4:55A	
SU17 10:30P	M18 10:30P	M18 12:30P	Ar. M18 8:00A	T19 2:00P	
M18 10:30P	S23 11:30A	S23 2:30P	SU24 2:30A	SU24 4:00A	
F22 5:00A	F22 8:00P	SU24 10:30P	Ar. M25 8:00A	T26 2:30P	
M25 6:30A	F29 9:30P	S30 12:45P	S30 3:45P	SU31 3:30A	SU31 4:55A
SU31 10:30P			Ar. M26 8:00A		

JUNE WESTBOUND

Leave VALDEZ	Leave SEWARD	Leave KODIAK	PORT LIONS	Leave HOMER	Arrive SELDOVIA
F3 6:30A	F3 9:30P	M1 10:30P	T4 12:30P	T4 2:00P	
S6 12:45P	S6 3:45P	SU7 3:30A	SU7 4:55A		
SU7 10:30P	M8 10:30P	M8 12:30P	Ar. M8 8:00A	T9 2:00P	
M8 10:30P	M15 10:30P	M15 12:30P	T16 12:30P	T16 2:00P	
F19 6:30A	F19 9:30P	S20 12:45P	S20 3:45P	SU21 3:30A	SU21 4:55A
SU21 10:30P	M22 10:30P	M22 12:30P	Ar. M22 8:00A	T23 2:00P	
F26 6:30A	F26 9:30P	S27 12:45P	S27 3:45P	SU28 3:30A	SU28 4:55A
SU28 10:30P	M29 10:30P	M29 12:30P	Ar. M29 8:00A	F30 2:00P	

JULY WESTBOUND

Leave VALDEZ	Leave SEWARD	Leave KODIAK	PORT LIONS	Leave HOMER	Arrive SELDOVIA
F3 6:30A	F3 9:30P	S4 12:45P	S4 3:45P	SU5 3:30A	SU5 4:55A
SUS 10:30P	M6 10:30P	M6 12:30P	Ar. M6 8:00A	T7 2:00P	
M6 10:30P	M13 10:30P	M13 12:30P	T14 12:30P	T14 2:00P	
F17 6:30A	F17 9:30P	S18 12:45P	S18 3:45P	SU19 3:30A	SU19 4:55A
SU19 10:30P	M20 10:30P	M20 12:30P	Ar. M20 8:00A	T21 2:00P	
F24 6:30A	F24 9:30P	S25 12:45P	S25 3:45P	SU26 3:30A	SU26 4:55A
SU26 10:30P	M27 10:30P	M27 12:30P	Ar. M27 8:00A	T28 2:00P	
F31 6:30A	F31 9:30P	S1 12:45P	S1 3:45P	SU2 3:30A	SU2 4:55A

AUGUST WESTBOUND

Leave VALDEZ	Leave SEWARD	Leave KODIAK	PORT LIONS	Leave HOMER	Arrive SELDOVIA
SU2 10:30P	M3 10:30P	M3 12:30P	Ar. M3 8:00A	T4 2:00P	
TH13 6:00A TH13 9:30A TH13 7:00P TH13 9:00A					
F14 6:30A	F14 9:30P	M10 10:30P	T11 12:30P	T11 2:00P	
S15 12:45P	S15 3:45P	SU16 3:30A	SU16 4:55A		
SU16 10:30P	M17 10:30P	M17 12:30P	Ar. M17 8:00A	T18 2:00P	
F21 6:30A	F21 9:30P	S22 12:45P	S22 3:45P	SU23 3:30A	SU23 4:55A
SU23 10:30P	M24 10:30P	M24 12:30P	Ar. M24 8:00A	T25 2:00P	
F28 6:30A	F28 9:30P	S29 12:45P	S29 3:45P	SU30 3:30A	SU30 4:55A
SU30 10:30P	M31 10:30P	M31 12:30P	Ar. M31 8:00A	T1 2:00P	

SEPTEMBER WESTBOUND

Leave VALDEZ	Arrive CORDOVA	Leave SEWARD	Leave KODIAK	PORT LIONS	Leave HOMER	Arrive SELDOVIA
F4 6:30A		F4 9:30P	S5 12:45P	S5 3:45P	SU6 3:30A	SU6 4:55A
SU6 10:30P	M7 10:30P	M7 12:30P	Ar. M7 8:00A	T8 2:00P		
TH14 6:00A TH14 9:30A TH14 7:00P TH14 9:00A						
F18 9:00A	F18 2:30P	M21 2:15A	M21 6:00P	M21 9:00P	T22 9:00A	T22 10:30A
SU20 4:30A	*SU20 1:45P	M28 2:15A	M28 6:00P	M28 9:00P	F29 9:00A	F29 10:30A

* SEPTEMBER ONLY - Whistle stops at Tatitlak. Vessel will not stop if there are no reservations.

SOUTHCENTRAL/SOUTHWEST ALASKA PASSENGER & VEHICLE TARIFFS

PASSENGER 12 YEARS & OVER (Fares and Berth MOT included) ITEM 601

	ADUTAN	UNALAJKA	ADUTAN	FALSE PASS	COLD BAY	KING COVE	SAND POINT	CHIGNIK	KODIAK	PORT LIONS	SELDOVIA	HOMER	SEWARD	WHITTIER	VALDEZ	TATITILEK	CORDOVA	
ADUTAN	16																	
FALSE PASS	46	34																
COLD BAY	72	50	18															
KING COVE	74	46	34	18														
SAND POINT	98	90	58	42	22													
CHIGNIK	132	124	92	76	44	42												
KODIAK	202	194	162	146	136	122	76											
PORT LIONS	202	194	162	146	136	122	76	20										
SELDOVIA	246	240	206	192	180	154	122	52										
HOMER	242	236	204	188	176	152	118	48	48									
SEWARD	250	242	210	194	184	160	124	54	54	100	96							
WHITTIER	316	308	276	260	250	226	190	120	166	162								
VALDEZ	292	284	254	238	226	202	164	98	98	142	138	54	58					
TATITILEK	292	284	254	238	226	202	164	98	98	142	138	58	58	30				
CORDOVA	292	284	254	238	226	202	164	98	98	142	138	58	58	30	30			

CHILDREN 2 THROUGH 11 YEARS OLD (Under 2 Transported Free) ITEM 610

	ADUTAN	UNALAJKA	ADUTAN	FALSE PASS	COLD BAY	KING COVE	SAND POINT	CHIGNIK	KODIAK	PORT LIONS	SELDOVIA	HOMER	SEWARD	WHITTIER	VALDEZ	TATITILEK	CORDOVA	
ADUTAN	6																	
FALSE PASS	24	18																
COLD BAY	32	26	10															
KING COVE	38	34	18	10														
SAND POINT	50	46	30	22	14													
CHIGNIK	66	62	46	38	34	22												
KODIAK	102	98	82	74	68	56	38											
PORT LIONS	102	98	82	74	68	56	38	10										
SELDOVIA	124	120	104	96	90	78	62	26										
HOMER	122	118	102	94	88	76	60	24	24	10								
SEWARD	126	122	106	98	92	80	62	28	28	50	48							
WHITTIER	156	154	138	130	124	114	96	60	60	84	82							
VALDEZ	146	144	128	120	114	102	84	50	50	70	70	30	30					
TATITILEK	146	144	128	120	114	102	84	50	50	70	70	30	30	16				
CORDOVA	146	144	128	120	114	102	84	50	50	70	70	30	30	16	16			

ALTERNATE MEANS OF CONVEYANCE (Bicycles-Excludes Inflatables) ITEM 615

	ADUTAN	UNALAJKA	ADUTAN	FALSE PASS	COLD BAY	KING COVE	SAND POINT	CHIGNIK	KODIAK	PORT LIONS	SELDOVIA	HOMER	SEWARD	WHITTIER	VALDEZ	TATITILEK	CORDOVA	
ADUTAN	6																	
FALSE PASS	10	8																
COLD BAY	12	10	8															
KING COVE	14	12	10	8														
SAND POINT	18	16	12	10	8													
CHIGNIK	23	18	14	12	10	8												
KODIAK	33	32	25	23	20	15												
PORT LIONS	33	32	25	23	20	15	6											
SELDOVIA	40	38	32	30	26	21	11	11										
HOMER	39	40	33	31	29	21	10	10	5									
SEWARD	40	38	32	30	27	22	11	11	18	17								
WHITTIER	50	44	42	42	40	37	21	21	28	27								
VALDEZ	47	54	52	50	47	44	28	28	24	24	10	8						
TATITILEK	47	54	52	50	47	44	28	28	24	24	10	8	8					
CORDOVA	47	54	52	50	47	44	28	28	24	24	10	8	8	8				

TWO-WHEELED MOTORCYCLES (No trailers-Driver not included) ITEM 705

	ADUTAN	UNALAJKA	ADUTAN	FALSE PASS	COLD BAY	KING COVE	SAND POINT	CHIGNIK	KODIAK	PORT LIONS	SELDOVIA	HOMER	SEWARD	WHITTIER	VALDEZ	TATITILEK	CORDOVA	
ADUTAN	38																	
FALSE PASS	52	40	14															
COLD BAY	61	48	18	14														
KING COVE	67	54	28	25														
SAND POINT	87	74	48	44	25													
CHIGNIK	117	104	74	64	52	33												
KODIAK	171	158	139	125	115	99	64											
PORT LIONS	171	158	139	125	115	99	64	15										
SELDOVIA	210	202	174	162	153	132	102	43	43									
HOMER	207	198	174	160	151	130	99	39	39	12								
SEWARD	213	205	178	164	155	135	105	45	45	84	81							
WHITTIER	263	255	232	218	209	189	140	100	100	139	135							
VALDEZ	246	238	215	199	190	169	139	82	82	121	118	40	29					
TATITILEK	246	238	215	199	190	169	139	82	82	121	118	40	29	24				
CORDOVA	246	238	215	199	190	169	139	82	82	121	118	40	29	24	24			

All motorcycles must be fully secured on the car deck with tie-downs. It is the responsibility of the owner to ensure this is completed properly. Rope may be obtained from car deck personnel for lashing purposes.

TARIFFS— All fares are one-way. Fares for passengers, vehicles and staterooms are all calculated separately and must be added together to determine the total cost of your travel.

Passage and vehicle fares are charged from the port of embarkation to the port of debarkation. Stateroom fares are calculated according to the route taken, and may vary from the printed rates depending on the ship and schedules.

VEHICLE FARES— Vehicle fares are determined by the vehicle's overall length and width. Vehicles 8-1/2 to 9 feet wide will be charged approximately 125% of the listed fare. Vehicles over 9 feet wide will be charged approximately 150% of the listed fare. If you are towing a vehicle, the overall connected length is used to determine fares.

VEHICLES UP TO 10 FEET (Driver NOT included) ITEM 710

	ADUTAN	UNALAJKA	ADUTAN	FALSE PASS	COLD BAY	KING COVE	SAND POINT	CHIGNIK	KODIAK	PORT LIONS	SELDOVIA	HOMER	SEWARD	WHITTIER	VALDEZ	TATITILEK	CORDOVA	
ADUTAN	61																	
FALSE PASS	84	61	23															
COLD BAY	97	74	43	23														
KING COVE	103	80	49	29														
SAND POINT	133	107	76	56	40													
CHIGNIK	187	151	105	79	56													
KODIAK	279	233	163	118	81	105												
PORT LIONS	279	233	163	118	81	105	25											
SELDOVIA	348	286	204	149	105	76	56											
HOMER	335	271	199	144	104	76	56	18										
SEWARD	343	283	204	149	105	76	56	18	18	170	165	131						
WHITTIER	436	383	286	219	156	111	81	54	54	229	223							
VALDEZ	405	350	278	213	156	111	81	54	54	229	223	48	48					
TATITILEK	405	350	278	213	156	111	81	54	54	229	223	48	48	39				
CORDOVA	405	350	278	213	156	111	81	54	54	229	223	48	48	39	39			

VEHICLES UP TO 15 FEET (Driver NOT included) ITEM 715

	ADUTAN	UNALAJKA	ADUTAN	FALSE PASS	COLD BAY	KING COVE	SAND POINT	CHIGNIK	KODIAK	PORT LIONS	SELDOVIA	HOMER	SEWARD	WHITTIER	VALDEZ	TATITILEK	CORDOVA	
ADUTAN	104																	
FALSE PASS	142	104	36															
COLD BAY	168	122	54	34														
KING COVE	174	131	61	42														
SAND POINT	226	181	93	67														
CHIGNIK	311	257	177	131	93													
KODIAK	480	384	261	192	137													
PORT LIONS	480	384	261	192	137	39												
SELDOVIA	583	492	346	255	174	116												
HOMER	577	482	344	255	174	116	28											
SEWARD	593	498	346	255	174	116	28	29	122	122	233	223						
WHITTIER	753	657	461	338	233	161	116	64	64	392	382							
VALDEZ	697	602	424	308	213	146	116	64	64	392	382	112	112	72				
TATITILEK	697	602	424	308	213	146	116	64	64	392	382	112	112	72	64			
CORDOVA	697	602	424	308	213	146	116	64	64	392	382	112	112	72	64	64		

VEHICLES UP TO 19 FEET (Driver NOT included) ITEM 719

	ADUTAN	UNALAJKA	ADUTAN	FALSE PASS	COLD BAY	KING COVE	SAND POINT	CHIGNIK	KODIAK	PORT LIONS	SELDOVIA	HOMER	SEWARD	WHITTIER	VALDE
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FOR RESERVATIONS, CALL:

1-800-642-0066 or 1-907-465-3941

TDD : 1-800-764-3779 (Text telephone for the speech or hearing impaired)

FAX: (907) 277-4829

When you call to make a reservation, you will need to know:

1. Port of embarkation/debarkation
2. Full names of all travelers, and ages of those under 12 years
3. Width, height and overall length of vehicles (including extensions such as trailer hitches, bike racks, and storage containers)
4. Mailing address
5. Telephone numbers
6. Alternate travel dates (vehicle or cabin space may not be available on your first choice of travel dates)
7. Approximate date you will be leaving your home.

REQUEST FOR RESERVATIONS

DO NOT SEND PAYMENT UNTIL RESERVATIONS ARE CONFIRMED

Full Name		
Travel Agency or Business Name (if applicable)		
Mailing Address		
City, State/Country, Zip Code		
Daytime Phone ()	Home Phone ()	FAX ()
E-Mail Address		
<i>The following information is required by federal regulations. Omissions may result in booking delays.</i>		
FULL NAMES OF PERSONS TRAVELING:	AGE (If under 12) A=12 or older S= Senior (65 or older)	Male / Female

CUSTOMER NO. (if any)

VEHICLE INFORMATION

Passenger car/truck

Truck/camper

Camper Van

Motorhome

Vehicle with trailer

Vehicle is Over 6 ft 6 in Tall

Other (describe)

Veh. Height	Veh. Width	Veh. Length*

*This figure should reflect the total vehicle length, including hitch and trailer, if any.

The Alaska Marine Highway System Internet Website address is:

<http://www.dot.state.ak.us/external/amhs/home.html>

Number of Pets	If a cabin is NOT available, are you willing to travel without one? <input type="checkbox"/> Yes <input type="checkbox"/> No	Approximate date you will be departing your area.
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TRAVEL DATE & SHIP (if important)	FROM	TO	CABIN (yes or no)	ALTERNATE TRAVEL DATES		

Do you want to receive free information about products and travel-related services? Yes No

FAX to: 1-907-277-4829

STATE OF ALASKA

**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

TEXT: (907) 465-3652
FAX: (907) 586-8365
PHONE: (907) 465-3900

December 10, 1997

The Honorable John Torgerson
Alaska State Legislature
145 Main Street Loop, Suite 226
Kenai AK 99611

RECEIVED
DEC 15 1997

Dear Senator Torgerson:

This is in response to your November 13 letter to Bob Doll regarding the Alaska Marine Highway System. The following information is provided in answer to your questions:

- 1) *What is the current levels of commission paid for reservations through authorized agents?*

The current level of commission paid for reservations through authorized travel agents is 10%.

- 2) *Please list all agents and the amounts being paid to each.*

The authorized agents are listed in the enclosure. In addition to those listed, the Marine Highway System deals with a great many private travel agents each year, numbering perhaps in the thousands. However, most of those transactions are one-time and for relatively small amounts. The vast majority of transactions are with the authorized agents listed in the enclosure.

- 3) *Provide a five year payment history of the above agents.*

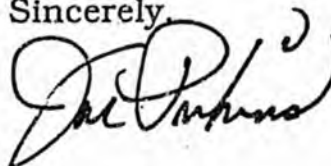
A five year payment history of the authorized agents is enclosed.

- 4) *What would the cost be for the State to purchase a one year extended warranty on the Kennicott (from the manufacturer) for tie up of the vessel.*

We assume from your question that you are requesting the costs for not taking delivery of the Kennicott in May 1998, tying the vessel up for one year with the builder paying the costs of the tie up and maintenance by extending the warranty for one year. The precise cost of a one year extended warranty could only be obtained by an inquiry addressed to the builder. Such an inquiry would involve the risk that the builder would interpret the question as an indication that the State was less interested in a prompt delivery of the ship and could result in work being transferred from the Kennicott to higher profit projects. I will be traveling to Mississippi this month to keep the contractors feet to the fire. We need to know immediately if the Legislature is serious about delaying delivery of the vessel. Even rumors to that effect, resulting from inquiries such as yours, can undermine our efforts for on time and on budget delivery. Your prompt response is appreciated

I hope that this information is satisfactory. Please let me know if there is anything I can add. Thank you for your support of the Marine Highway System.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner

Enclosures

Commission Agent	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Angeon	10,365.00	7,127.00	6,402.00	15,406.00	5,864.00	13,754.00	7,641.00	8,607.00	5,945.00	6,306.40	6,884.80	8,639.00	102,941.20
Homer 1	61,092.50	67,631.80	39,998.00	20,127.20	12,519.00	42,071.00	125,939.00	79,495.50	78,343.00	139,570.40	133,475.00	146,237.20	984,499.60
Homer 2	84,190.30	68,915.00	40,750.30	24,307.00	15,830.00	46,599.70	154,668.00	87,125.00	112,254.50	98,591.50	122,715.80	137,987.00	993,932.10
Kodiak 1	117,976.00	101,078.00	47,731.00	34,435.00	30,363.00	51,108.00	77,123.00	100,238.85	88,380.15	78,339.00	135,603.00	150,920.00	1,013,295.00
Kodiak 2	141,794.00	124,781.00	72,881.00	59,153.00	28,569.00	32,938.00	78,271.00	54,453.00	94,697.00	93,237.00	128,949.00	144,847.00	1,047,528.00
Seldovia	7,373.00	12,056.00	4,450.00	3,907.00	3,115.00	2,608.00	2,484.00	769.00	278.00	5,681.00	6,718.00	5,802.00	55,081.00
Seward												21,747.00	
Viking Travel	65,914.89	62,785.00	46,624.00	43,147.60	34,588.00	35,734.00	68,935.00	47,901.00	51,739.00	40,090.00	59,626.00	38,819.00	563,803.49
Vista Travel 1	1,535.00	0.00	0.00	0.00	0.00	5,829.00	1,761.00	5,123.00	4,031.00	12,227.00	39,908.00	53,540.00	123,952.00
Vista Travel 2	75,354.00	34,074.00	20,379.00	0.00	28,764.00	1,573.00	38,628.00	16,524.00	17,608.00	21,960.00	18,300.00	48,053.00	322,217.00
City of Kake	0.00	17,055.00	4,835.00	10,078.40	8,520.00	26,883.00	10,147.00	8,799.00	3,441.00	6,819.00	6,838.00	12,469.00	114,482.40
Gross Sales	575,594.69	485,482.80	283,930.30	210,559.20	168,132.00	260,895.70	652,675.00	409,035.35	454,716.65	602,601.30	657,015.60	784,920.20	6,301,711.79
Commission	52,987.38	48,033.58	27,423.23	20,210.74	18,265.20	25,733.97	64,778.60	40,708.49	43,269.97	47,984.33	61,870.88	73,308.60	508,378.15
Total Sales	628,582.07	533,516.38	311,353.53	230,770.94	186,397.20	286,629.67	717,453.60	449,743.84	497,986.62	650,585.63	718,886.48	858,228.80	6,810,090.94

FY97 Commission

Commission Agent	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Angeon	\$1,034.10	\$712.70	\$640.20	\$1,531.10	\$579.40	\$1,374.80	\$764.10	\$860.70	\$594.50	\$830.64	\$680.48	\$849.70	\$10,260.42
Homer 1	\$7,546.39	\$6,170.48	\$3,972.40	\$2,012.72	\$1,242.30	\$4,207.10	\$12,527.10	\$7,945.65	\$7,356.60	\$13,519.24	\$12,808.80	\$13,930.30	\$93,239.08
Homer 2	\$7,435.03	\$8,474.10	\$3,658.13	\$2,318.00	\$1,363.60	\$4,654.67	\$15,221.60	\$8,662.20	\$10,368.25	\$9,327.35	\$11,345.88	\$13,083.10	\$93,891.91
Kodiak 1	\$11,137.30	\$9,451.60	\$4,595.10	\$3,015.50	\$3,036.30	\$5,082.30	\$7,704.10	\$9,974.69	\$8,269.32	\$7,743.50	\$12,809.10	\$14,821.60	\$97,640.41
Kodiak 2	\$12,661.45	\$11,829.20	\$7,125.90	\$5,636.40	\$2,656.90	\$3,110.60	\$7,433.70	\$5,401.65	\$9,111.60	\$8,858.10	\$11,263.20	\$13,703.60	\$98,592.30
Seldovia	\$737.30	\$1,205.60	\$445.00	\$390.70	\$311.50	\$260.80	\$246.40	\$76.90	\$27.80	\$566.10	\$668.20	\$566.20	\$5,500.50
Seward												\$2,174.70	
Viking Travel	\$5,255.99	\$5,204.70	\$4,496.50	\$4,299.16	\$3,413.70	\$3,532.50	\$5,843.50	\$4,745.50	\$5,080.40	\$3,791.70	\$5,810.90	\$3,562.50	\$55,037.05
Vista Travel 1	\$153.50	\$0.00	\$0.00	\$0.00	\$0.00	\$582.90	\$176.10	\$512.30	\$389.30	\$1,222.70	\$4,000.60	\$4,910.50	\$11,947.90
Vista Travel 2	\$7,026.32	\$3,297.00	\$2,006.50	\$0.00	\$2,822.70	\$451.30	\$3,862.80	\$1,649.00	\$1,728.10	\$1,872.00	\$1,825.90	\$4,477.40	\$31,019.02
City of Kake	\$0.00	\$1,688.20	\$483.50	\$1,007.16	\$838.80	\$2,477.00	\$999.20	\$879.90	\$344.10	\$633.00	\$651.80	\$1,248.90	\$11,249.56
Total Commission	\$52,987.38	\$48,033.58	\$27,423.23	\$20,210.74	\$18,265.20	\$25,733.97	\$64,778.60	\$40,708.49	\$43,269.97	\$47,984.33	\$61,870.88	\$73,308.60	\$508,378.15

FY 98 Sales

File Name: 08cnmmieg.wk4
 Info Source: Commission Agent Reports
 Chip Mason

Commission Agent	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Angnon	4,877.00	12,414.00	8,758.00	6,891.00	5,920.00	10,990.20	7,237.00	9,494.00	6,005.00	7,762.00	11,532.00	7,108.00	103,992.20
Homer 1	117,323.90	80,803.40	81,703.60	22,781.30	13,410.00	8,282.00	105,183.90	94,467.50	111,910.00	79,833.40	99,130.80	89,843.10	950,241.80
Homer 2	73,885.10	59,528.65	33,517.00	13,407.00	2,222.00	2,051.40	111,300.00	89,683.90	50,040.00	65,574.10	79,833.70	72,658.00	662,333.65
Kotliak 1	101,175.00	90,004.30	73,251.00	30,507.00	14,912.00	9,938.00	111,414.00	110,652.60	82,800.00	105,011.00	115,733.00	123,707.00	977,104.90
Kotliak 2	117,323.00	89,581.00	83,071.00	53,783.00	3,561.00	0.00	104,327.00	110,035.00	80,309.00	78,308.00	133,243.00	135,128.00	984,049.00
Selkovia	6,527.00	5,078.00	7,341.00	4,712.00	0.00	0.00	0.00	714.00	278.00	1,855.00	4,338.00	6,305.00	38,948.00
Viking Travel	47,754.00	64,849.00	45,881.00	35,880.00	31,528.00	27,607.00	59,118.00	75,061.00	64,190.00	65,521.00	50,845.88	54,088.58	602,979.45
Vista Travel 1	40,741.25	43,582.00	4,824.00	0.00	2,300.00	2,488.00	28,419.00	15,323.00	1,774.00	0.00	1,158.00	0.00	140,467.25
Vista Travel 2	31,025.00	15,104.00	17,215.00	13,582.00	8,585.00	4,215.00	51,290.00	15,194.00	38,142.00	34,927.00	44,058.17	57,898.00	329,313.17
River's Edge	21,882.00	787.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22,669.00
City of Kaka	7,338.00	11,112.00	7,008.80	11,472.00	8,805.00	13,393.00	6,457.20	13,358.00	3,364.00	0.00	0.00	13,540.40	95,925.20
Gross Sales	589,829.25	488,884.15	348,208.40	200,955.30	92,401.00	85,730.80	843,784.10	634,063.00	433,827.00	428,291.60	639,888.68	660,370.88	4,908,601.72
Less Commission	53,301.03	40,284.43	32,748.88	19,248.83	9,068.70	9,317.58	63,838.81	52,842.30	42,427.40	39,192.75	49,238.88	49,780.89	461,203.82
Net Sales	\$510,528.22	\$448,599.72	\$315,459.52	\$181,706.47	\$83,332.30	\$76,413.04	\$779,945.29	\$581,220.70	\$391,399.60	\$389,098.85	\$490,649.80	\$610,589.99	\$4,447,397.90

FY98 Commission

Commission Agent	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Angnon	\$485.30	\$1,232.30	\$875.80	\$719.10	\$592.00	\$2,028.12	\$705.30	\$949.40	\$500.50	\$743.60	\$1,148.00	\$710.80	\$10,688.02
Homer 1	\$10,841.49	\$8,808.64	\$8,878.38	\$2,128.83	\$1,341.00	\$828.20	\$18,293.79	\$9,371.75	\$10,920.70	\$8,820.44	\$9,258.18	\$8,223.81	\$89,513.19
Homer 2	\$7,042.01	\$6,237.52	\$3,158.00	\$1,293.10	\$222.20	\$285.14	\$11,138.80	\$8,760.59	\$5,778.90	\$5,800.11	\$7,398.97	\$8,928.08	\$63,045.42
Kotliak 1	\$9,210.70	\$7,480.13	\$8,959.10	\$3,821.60	\$1,396.40	\$898.60	\$11,078.60	\$10,972.68	\$7,795.90	\$9,667.10	\$10,701.00	\$9,575.40	\$89,385.19
Kotliak 2	\$10,985.50	\$8,831.02	\$7,758.00	\$5,008.30	\$307.30	\$0.00	\$10,432.70	\$10,780.50	\$8,018.10	\$7,628.80	\$11,645.80	\$12,654.50	\$92,028.52
Selkovia	\$640.30	\$507.80	\$732.70	\$471.20	\$0.00	\$0.00	\$0.00	\$71.40	\$27.80	\$165.60	\$433.60	\$830.50	\$3,600.80
Viking Travel	\$4,433.00	\$5,828.44	\$4,407.90	\$3,557.90	\$3,140.00	\$2,760.70	\$5,852.70	\$7,504.60	\$5,333.10	\$5,228.10	\$5,062.79	\$5,111.60	\$58,280.79
Vista Travel 1	\$3,819.33	\$3,821.10	\$168.90	\$0.00	\$238.00	\$229.90	\$2,038.00	\$1,532.30	\$177.40	\$0.00	\$115.60	\$0.00	\$12,939.33
Vista Travel 2	\$2,925.40	\$1,374.30	\$1,388.30	\$1,358.20	\$858.50	\$336.00	\$4,081.60	\$1,517.40	\$3,547.40	\$3,139.10	\$3,478.72	\$4,624.20	\$29,505.12
River's Edge	\$2,188.20	\$78.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,266.90
City of Kaka	\$721.80	\$1,088.48	\$820.00	\$1,094.60	\$973.30	\$1,952.90	\$638.32	\$1,335.80	\$327.60	\$0.00	\$0.00	\$1,321.74	\$9,952.64
Total Commission	\$53,301.03	\$40,284.43	\$32,748.88	\$19,248.83	\$9,068.70	\$9,317.58	\$63,838.81	\$52,842.30	\$42,427.40	\$39,192.75	\$49,238.88	\$49,780.89	\$461,203.82

FY95 SALES

File Name: 95commag.wk4
 Into Source: Commission Agent Reports
 Chip Mixson

Commission Agents	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Angoon	7109.00	6289.00	3570.00	8866.40	6284.00	16082.00	10281.00	3882.00	7174.00	20081.00	5096.80	8101.00	102778.20
Homer 1	83577.20	102380.15	55716.00	38624.10	15573.00	61793.90	163701.80	68039.57	84509.10	74344.28	110121.80	111614.60	560195.50
Homer 2	79130.70	55592.80	30747.40	12509.00	9882.40	33025.00	90887.60	56480.64	62863.05	74444.30	88853.30	72106.00	656522.19
Kodiak 1	105845.00	86045.00	82409.00	35388.00	17044.00	45909.00	141999.00	94060.00	100137.00	101577.00	97430.00	102884.00	1010727.00
Kodiak 2	108662.20	112773.00	83322.00	46894.00	39062.00	57055.00	20815.00	90272.00	76222.00	87160.00	128493.00	112131.00	962861.20
Seldovia	3739.00	9970.00	6660.00	6220.00	3448.00	2564.00	1860.00	458.00	0.00	6831.00	7578.30	5802.00	65130.30
Viking Travel	41669.00	25417.00	57282.00	41370.00	30992.00	30361.00	54807.00	37368.00	49248.00	36191.00	39939.00	29234.00	473878.00
Vista Travel 1	57840.00	60512.00	25087.00	0.00	0.00	0.00	0.00	29295.00	37929.00	30173.00	55881.00	68464.00	363581.00
Vista Travel 2	26217.00	258.00	13622.00	13508.00	15329.00	25024.00	51779.00	10567.00	22244.00	11739.00	29311.00	40362.00	259958.00
River's Edge Rv Park	32427.00	15004.00	8548.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23274.00	79253.00
City of Kake-Ferry OP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1548.00	1548.00
Gross Sales	\$546,216.10	\$474,240.95	\$367,563.40	\$203,377.50	\$137,814.40	\$271,813.90	\$528,130.40	\$390,422.21	\$430,324.15	\$442,540.58	\$562,504.20	\$573,680.60	\$4,926,428.39
Less Commission	\$53,578.90	\$48,140.33	\$35,037.80	\$19,791.68	\$12,846.54	\$26,828.59	\$52,267.14	\$38,646.42	\$40,226.92	\$40,775.97	\$50,647.63	\$53,526.98	\$470,314.86
Net Sales	\$492,637.20	\$428,100.62	\$332,525.60	\$183,585.84	\$124,767.86	\$244,985.31	\$473,863.26	\$351,775.79	\$390,097.23	\$401,764.61	\$511,856.67	\$520,153.64	\$4,456,113.53

FY95 COMMISSION

Commission Agents	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Angoon	710.70	618.02	351.05	888.64	628.40	1608.20	1028.10	685.30	704.00	1987.68	390.20	777.30	10375.59
Homer 1	8283.37	10017.32	5245.40	3834.81	1542.50	6091.09	15188.48	6574.66	8138.51	7200.23	10329.78	10389.08	92835.21
Homer 2	7770.61	5525.95	2799.44	1238.88	943.84	3286.10	9088.56	5564.86	4918.11	6711.56	8381.45	6746.10	62975.24
Kodiak 1	10584.50	8400.40	8155.50	3501.50	1521.90	4561.10	14164.30	9225.90	9754.60	9919.90	8816.80	9880.70	98493.10
Kodiak 2	10222.72	10858.30	7830.80	4540.70	3402.20	5661.80	2083.20	8874.90	6884.40	7364.70	10476.50	10064.70	88034.92
Seldovia	373.90	997.00	666.00	622.00	344.80	258.40	186.00	45.00	0.00	683.10	611.50	572.40	5358.90
Viking Travel	4112.40	2426.50	5577.50	4016.75	2957.00	2875.60	5370.60	3708.90	4403.00	3368.00	3916.80	2772.70	45505.75
Vista Travel 1	5692.30	5770.64	2395.80	0.00	0.00	0.00	0.00	2909.40	3208.30	2366.90	5292.80	6081.80	33717.94
Vista Travel 2	2585.70	25.80	1361.51	1350.60	1505.90	2488.30	5177.90	1050.70	2216.00	1173.90	2431.80	3784.00	25138.11
River's Edge RV Park	3242.70	1600.40	854.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2327.40	7925.30
City of Kake-Ferry OP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	154.80	154.80
Total Commission	\$53,578.90	\$48,140.33	\$35,037.80	\$19,791.68	\$12,846.54	\$26,828.59	\$52,267.14	\$38,646.42	\$40,226.92	\$40,775.97	\$50,647.63	\$53,526.98	\$470,314.86

Commission Agents	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Argonne	3784.00	10244.00	3144.00	7183.00	5118.00	11594.00	8377.00	4722.00	1777.00	5202.00	7264.00	10403.00	71107.00
Bonner 1	103607.20	68124.60	83767.00	23684.60	33108.00	33228.00	68740.80	61640.40	91727.30	68158.60	88532.70	118102.60	768493.60
Bonner 2	68788.05	43782.18	14371.00	10340.00	13468.00	24032.00	36274.90	26776.00	46812.10	47098.90	72873.65	88776.60	487264.78
Edgell 1	81818.00	87008.00	23882.00	11642.00	3887.00	120918.00	88828.00	70924.00	87488.00	72450.00	108053.00	100388.70	818710.70
Edgell 2	101245.00	79333.00	73978.00	63681.00	30349.00	88216.28	74314.00	78352.50	63874.00	102286.00	110387.00	145219.00	1027035.78
Sedovka	3511.00	7860.00	3831.00	4482.00	4041.00	0.00	0.00	0.00	0.00	0.00	8528.95	4465.00	34546.95
Viking Travel	44830.00	82036.00	82110.00	32476.00	42330.00	47786.00	47786.00	39281.33	47683.00	21618.00	32421.00	43767.00	609272.33
Vaite Travel 1	876891.00	32326.00	26329.00	14385.00	17607.00	61597.00	38511.00	20904.00	38121.00	41727.00	47434.00	66458.00	465083.00
Vaite Travel 2	41468.00	22828.00	7824.00	0.00	0.00	2858.00	8168.00	8248.00	8738.00	5007.00	22682.00	38378.00	183903.00
Power's Edge RV Park	31495.00	0.00	8290.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22005.00	82799.00
At Vaite RV Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Carla Sabini	1501013.35	1387482.88	1288117.00	1187484.80	1180377.00	1401426.25	1358013.70	1310828.23	1350238.40	1388486.80	1817374.30	1607883.30	14,384,777.38
Gross Sales	158,201.25	128,748.27	128,813.20	119,788.46	118,027.70	140,242.02	138,601.37	131,082.82	138,022.64	139,848.65	181,227.43	160,788.32	1,439,422.74
Net Sales	143,712.00	120,743.39	125,314.30	116,078.14	113,338.30	133,076.73	137,115.33	127,875.41	135,212.76	137,846.65	146,616.67	147,184.97	1,384,604.55

7/94 COMMISSION

Commission Agents	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Argonne	475.40	884.40	314.40	718.80	511.80	1159.40	837.70	472.20	177.70	520.20	726.40	1040.30	7110.70
Bonner 1	10180.74	6812.45	8376.70	2368.46	3310.80	3322.80	6874.08	6164.04	9178.73	6815.96	8853.27	11670.26	76849.39
Bonner 2	8325.81	4378.22	1437.10	1024.00	1346.80	2403.20	3627.48	2677.60	4681.21	4709.89	7287.37	8877.60	49728.48
Edgell 1	8281.40	8280.60	3388.20	1184.20	388.70	12091.50	8882.90	7092.40	8748.90	7245.00	10805.30	10038.87	81871.07
Edgell 2	10124.50	7933.30	7397.30	6388.10	3034.90	8821.82	7431.40	7835.28	6387.40	10228.60	11038.70	14521.90	102703.57
Sedovka	351.10	786.00	383.10	448.20	404.10	0.00	0.00	0.00	0.00	0.00	852.89	446.80	3454.69
Viking Travel	4483.00	8203.50	8211.00	3247.50	4233.00	4697.60	4778.60	3928.13	4785.30	2151.80	3242.10	4376.70	50927.23
Vaite Travel 1	5789.10	3237.90	2623.50	1438.50	1760.70	6155.20	3851.10	2090.40	3512.10	4172.70	4743.00	6645.80	46508.00
Vaite Travel 2	4168.80	2283.90	782.40	0.00	0.00	285.90	816.90	824.80	873.80	500.70	2388.20	3937.90	18390.30
Power's Edge RV Park	3149.50	0.00	823.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2200.50	8279.00
At Vaite RV Center	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Commission	850,301.35	118,748.27	128,813.20	118,788.46	113,037.70	140,342.02	135,601.37	131,082.82	135,022.64	139,848.65	181,227.43	160,788.32	1,439,422.74

FY93 SALES

File Name: 93COMAGT.WK3
 Info Source: Commission Agent Reports
 Charlotte E. Doogan

	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Commission Agents													
Angoon	\$5,482.00	\$9,875.00	\$6,040.00	\$5,261.00	\$8,740.00	\$14,809.00	\$9,957.00	\$6,047.00	\$2,201.00	\$5,992.00	\$7,085.00	\$5,964.00	\$87,453.00
Homer 1	\$68,882.90	\$44,192.70	\$30,500.00	\$23,834.30	\$14,657.00	\$27,689.00	\$22,826.00	\$44,525.00	\$51,128.00	\$81,321.80	\$115,207.00	\$111,522.10	\$636,285.80
Homer 2	\$33,941.15	\$42,513.40	\$17,692.00	\$15,284.00	\$1,403.00	\$5,323.00	\$0.00	\$42.00	\$10,744.00	\$19,766.00	\$38,276.60	\$64,303.80	\$249,288.95
Kodiak 1	\$107,149.00	\$86,894.00	\$34,534.00	\$20,158.00	\$14,801.00	\$80,723.00	\$95,976.50	\$84,416.00	\$90,567.00	\$108,244.00	\$120,592.00	\$92,456.00	\$936,510.50
Kodiak 2	\$103,715.00	\$83,235.00	\$80,740.00	\$32,599.00	\$22,987.00	\$87,489.00	\$96,359.50	\$105,746.00	\$132,395.00	\$97,658.00	\$127,031.00	\$104,229.00	\$1,074,183.50
Seldovia	\$4,234.00	\$5,675.00	\$3,391.00	\$2,856.00	\$2,172.00	\$1,203.00	\$1,103.00	\$1,527.00	\$0.00	\$1,954.00	\$2,711.00	\$3,971.60	\$30,797.60
Viking Travel	\$31,251.00	\$40,333.00	\$36,619.00	\$34,978.00	\$27,089.00	\$57,172.00	\$31,162.00	\$41,623.33	\$40,029.00	\$40,617.00	\$40,150.00	\$43,295.00	\$464,318.33
Vista Travel 1	\$77,538.00	\$56,268.00	\$44,331.00	\$15,930.90	\$18,097.00	\$33,135.00	\$54,478.00	\$79,613.00	\$34,949.00	\$25,997.00	\$43,421.00	\$69,944.00	\$553,701.90
Vista Travel 2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,467.00	\$29,294.00	\$42,377.00	\$43,490.00	\$134,628.00
River's Edge Rv Pa	\$70,957.00	\$0.00	\$3,281.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$74,238.00
Ak Yukon Rv Carav	\$542.00	\$1,257.00	\$861.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,660.00
Gross Sales	\$503,692.05	\$370,243.10	\$257,989.00	\$150,901.20	\$109,946.00	\$307,543.00	\$311,862.00	\$363,539.33	\$381,480.00	\$410,843.80	\$536,850.60	\$539,175.50	\$4,244,065.58
Less Commission	\$50,369.21	\$37,024.31	\$25,798.90	\$15,190.12	\$10,994.60	\$30,753.30	\$31,186.20	\$36,353.93	\$38,148.00	\$41,084.38	\$53,685.00	\$53,917.85	\$424,505.80
Net Sales	\$453,322.84	\$333,218.79	\$232,190.10	\$135,711.08	\$98,951.40	\$276,789.70	\$280,675.80	\$327,185.40	\$343,332.00	\$369,759.42	\$483,165.60	\$485,257.65	\$3,819,559.78

FY93 COMMISSION

	July	August	September	October	November	December	January	February	March	April	May	June	Totals
Commission Agents													
Angoon	\$546.20	\$987.50	\$604.00	\$526.10	\$874.00	\$1,480.90	\$995.70	\$604.70	\$220.10	\$599.20	\$708.50	\$596.40	\$8,745.30
Homer 1	\$6,888.29	\$4,419.27	\$3,050.00	\$2,383.43	\$1,465.70	\$2,767.90	\$2,282.60	\$4,452.50	\$5,112.80	\$8,132.18	\$11,520.70	\$11,152.21	\$63,627.58
Homer 2	\$3,394.12	\$4,251.34	\$1,769.20	\$1,528.40	\$140.30	\$532.30	\$0.00	\$4.20	\$1,074.40	\$1,976.60	\$3,827.60	\$6,430.38	\$24,928.84
Kodiak 1	\$10,714.90	\$8,689.40	\$3,453.40	\$2,015.80	\$1,480.10	\$8,072.30	\$9,597.65	\$8,441.60	\$9,056.70	\$10,824.40	\$12,059.20	\$9,245.60	\$93,651.05
Kodiak 2	\$10,371.50	\$8,323.50	\$8,074.00	\$3,259.90	\$2,298.70	\$8,748.90	\$9,635.95	\$10,574.60	\$13,239.50	\$9,765.80	\$12,703.10	\$10,422.90	\$107,418.35
Seldovia	\$423.40	\$567.50	\$339.10	\$285.60	\$217.20	\$120.30	\$110.30	\$152.70	\$0.00	\$195.40	\$271.10	\$397.16	\$3,079.76
Viking Travel	\$3,125.10	\$4,033.30	\$3,661.90	\$3,597.80	\$2,708.90	\$5,717.20	\$3,116.20	\$4,162.33	\$4,002.90	\$4,061.70	\$4,015.00	\$4,329.50	\$46,531.83
Vista Travel 1	\$7,753.80	\$5,626.80	\$4,433.10	\$1,593.09	\$1,809.70	\$3,313.50	\$5,447.80	\$7,961.30	\$3,494.90	\$2,599.70	\$4,342.10	\$6,994.40	\$55,370.19
Vista Travel 2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,946.70	\$2,929.40	\$4,237.70	\$4,349.30	\$13,463.10
River's Edge RV Pa	\$7,095.70	\$0.00	\$328.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,423.80
AK Yukon RV Cara	\$54.20	\$125.70	\$86.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$266.00
Total Commission	\$50,369.21	\$37,024.31	\$25,798.90	\$15,190.12	\$10,994.60	\$30,753.30	\$31,186.20	\$36,353.93	\$38,148.00	\$41,084.38	\$53,685.00	\$53,917.85	\$424,505.80

Alaska State Legislature

Chairman,
Judiciary Committee

Member,
Resources Committee
Rules Committee
Committee on Committees



State Capitol
Juneau, Alaska 99801-1182
(907) 465-3873
Fax: (907) 465-3922

352 Front Street
Ketchikan, Alaska 99901
(907) 225-8088
Fax: (907) 225-0713

Senator Robin L. Taylor
Senate Majority Leader

MEMORANDUM

To: Senate Finance Committee
Senator Jim Duncan
Representative Bill Hudson

From: Senator Robin Taylor *R.L.T.*

Date: 4/14/97

Ref: Additional Support - Marine Highway Authority

FYI -

As the attached will attest, the Masters, Mates and Pilots have now joined the IBU-P in support of Senate Bill 21 and House Bill 88.

District A:

Hyder • Ketchikan • Kupreanof • Meyers Chuck • Petersburg • Saxman • Sitka • Wrangell

INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS

PACIFIC MARITIME REGION

2333 Third Avenue ★ Seattle, Washington 98121-1711 ★ Telephone: (206) 441-1070 ★ Fax: (206) 443-3752



April 11th, 1997

THE HONORABLE SENATOR ROBIN TAYLOR

Dear Senator Taylor,

On behalf of the majority of members of the International Organization of Masters, Mates and Pilots, who are employed with the Alaska Marine Highway System, I would like to express our sincere appreciation for your support of the proposed Marine Highway Authority Legislation (Senate Bill 21 and House Bill 88).

The Pacific Maritime Region of this Organization represents the Licensed Deck Officers on Alaska Marine Highway System vessels. In the past few days, I have received written statements of support of the proposed Legislation from over forty of our Alaska members. They are well-aware of your efforts to make passage of this very important Legislation possible, and have proclaimed their appreciation for those efforts.

We are grateful for the opportunity to work with you on this issue. If there is anything our members can do to support your efforts on this Legislation, please do not hesitate to get in touch with this Office.

Again, our sincere gratitude for your leadership on this issue.

Sincerely,

A handwritten signature in cursive script, appearing to read "Steven J. Demeroutis".

CAPTAIN STEVEN J. DEMEROUTIS, President
International Organization of Masters, Mates and Pilots
Pacific Maritime Region

SJD:s

INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS

PACIFIC MARITIME REGION

2333 Third Avenue ★ Seattle, Washington 98121-1711 ★ Telephone: (206) 441-1070 ★ Fax: (206) 443-3752



RECEIVED APR 18 1997

April 11th, 1997

THE HONORABLE SENATOR ROBIN TAYLOR

Dear Senator Taylor,

On behalf of the majority of members of the International Organization of Masters, Mates and Pilots, who are employed with the Alaska Marine Highway System, I would like to express our sincere appreciation for your support of the proposed Marine Highway Authority Legislation (Senate Bill 21 and House Bill 88).

The Pacific Maritime Region of this Organization represents the Licensed Deck Officers on Alaska Marine Highway System vessels. In the past few days, I have received written statements of support of the proposed Legislation from over forty of our Alaska members. They are well-aware of your efforts to make passage of this very important Legislation possible, and have proclaimed their appreciation for those efforts.

We are grateful for the opportunity to work with you on this issue. If there is anything our members can do to support your efforts on this Legislation, please do not hesitate to get in touch with this Office.

Again, our sincere gratitude for your leadership on this issue.

Sincerely,

CAPTAIN STEVEN J. DEMEROUTIS, President
International Organization of Masters, Mates and Pilots
Pacific Maritime Region

SJD:s

APRIL 20, 1997

GOOD MORNING, SEN ROBIN TAYLOR

WE VERY SINCERELY SEEK YOUR SUPPORT FOR THIS YEAR'S FERRY AUTHORITY LEGISLATION. THIS THIRD ATTEMPT IN THIRTY YEARS TO CREATE A SEMI-AUTONOMOUS AUTHORITY HAS THE UNPRECEDENTED BACKING OF THE THREE SHIPBOARD UNIONS. SUCH SUPPORT IS PROOF OF THE SERIOUSLY FLAWED MANAGEMENT STRUCTURE AT AMHS, AS TEMPORARY POLITICAL APPOINTEES TEAR THE SYSTEM APART.

THIS VITAL MARINE HIGHWAY, THAT RETURNS SIX TIMES ITS SUBSIDY, MUST BE SAVED. IT IS OF UTMOST IMPORTANCE TO ALASKANS IN SOUTHEAST AND ALONG ANY ROADWAY IN SOUTHCENTRAL AND THE INTERIOR.

WE THANK YOU IN ADVANCE FOR YOUR CAREFUL CONSIDERATION.

ENDORSED BY:

CAPTAIN GARY ANDERSON
CAPTAIN TOM ASPINWALL
CAPTAIN CHUCK BATES
CAPTAIN GEORGE BRERETON
CAPTAIN FARRELL BROWN
CAPTAIN ERV HAGERUP
CAPTAIN BILL HOPKINS
CAPTAIN ART JOHNSON
CAPTAIN JOHN KLABO
CAPTAIN GARY OGILVY
CAPTAIN JAN SANDE
CAPTAIN KARL SCHOEPPE
CAPTAIN MARK SUNDT

THANKS, TEAM!

KARL S

COMPLIMENTS OF
SENATOR ROBIN L. TAYLOR

+



**City of
Ketchikan**

RECEIVED APR 24 1997

April 4, 1997

334 Front Street
Ketchikan, Alaska 99901
Phone 907-225-3111
Fax 907-225-5075

The Honorable Senator Bert Sharp
State Capitol, Room 516
Mailstop 3100
Juneau, Alaska 99801-1182

Dear Senator Sharp:

**Re: Senate Bill No. 21 - "An Act Relating To Ferries And Ferry
Terminals, Establishing The Alaskan Marine Highway Authority,
And Relating To Maintenance Of State Marine Vessels; And
Providing For An Effective Date"**

With regard to the above referenced subject, it is the City of Ketchikan's understanding that you will be chairing a meeting of the Finance Committee on Wednesday, April 23, 1997, in order to consider Senate Bill No. 21. Please be advised that at its meeting of April 3, 1997 the City Council adopted a motion supporting ratification of Senate Bill No. 21, which would, if adopted, establish the Marine Highway Authority. The motion further requested that the Legislature appropriate sufficient funding for the operation of the Alaska Marine Highway System should Senate Bill No. 21 be ratified.

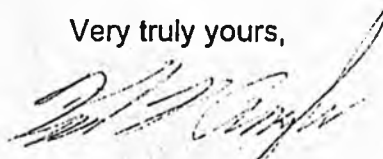
Having a population that heavily depends on AMHS for its transportation needs, as well as being the headquarters of Alaska Ship and Dry Dock, the City Council has closely followed the debate on this issue. It is the City's contention that the creation of a separate Marine Highway Authority would better meet the transportation expectations of Southeast residents. It is clear that the present Alaska Marine Highway System is unable to address the current demands for levels and quality of service.

Today my office was requested to participate in a teleconference by the Alaska Marine Highway System and the Governor's Office on this issue, which included a presentation by Jim Ayres, the Administration's Chief of Staff. The Chief of Staff stated that to date the Administration was not in favor of the proposed Authority, but was seeking input from various communities that might be affected by enactment of the legislation. While Mr. Ayres made several salient points, I would have appreciated the opportunity to hear a response from the sponsors of Senate Bill No. 21 that might have addressed the Chief of Staff's concerns. In any event I do not believe the issues raised by Mr. Ayres would cause the City Council to reconsider its endorsement of this legislation. It is our position that enactment of Senate Bill No. 21 will be the first step towards the stabilization and eventual improvement of Southeast Alaska's Marine Highway System.

On behalf of the City Council I urge your favorable consideration of Senate Bill No. 21.

Should you have any questions on this matter, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in dark ink, appearing to read 'K. Amylon', written in a cursive style.

Karl R. Amylon
City Manager

cc: Katy Suiter, City Clerk
Ketchikan City Council
Georgianna Zimmerle, Borough Manager
Senator Robln Taylor

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER

TONY KNOWLES, GOVERNOR
3132 CHANNEL DRIVE
JUNEAU, ALASKA 99901-7888

TEXT: (907) 465-3852
FAX: (907) 586-8365
PHONE: (907) 465-3800

March 26, 1997

Dear Alaska Marine Highway System employee:

I am very concerned about recent events and how they negatively effect the Alaska Marine Highway System. I know each year we ask more of you; more port calls, more service to the public and more repairs to an aging fleet, all of this at a time when there is considerable political uncertainty about the system budget and the future of the system. I know that the continuing anxiety of annual legislative budget battles, aging ships and fears of competition for passenger and freight traffic provides uncertainty in your lives. I want to work with you to correct the problems of the system, improve service and expand the system. I don't promise that I have all of the answers but what I can tell you is that current legislation to create an Alaska Marine Highway Authority or to move employees from Juneau to Ketchikan will, in my opinion, not fix the problems.

The authority or the employee move will not provide any more money to operate the system or repair aging ships. It will not magically solve labor contract problems. It will not free the system from the political realities that govern the state budget and, in fact, would cost more. It will not give you, the people that make this system work, any more control as to how the system operates.

As you consider the current legislation to separate the Alaska Marine Highway System from the state Department of Transportation and Public Facilities, I want to present you with some facts about the job your co-workers and you do every day.

- Our Marine Highway System employees have succeeded at doing more with less. Last year you moved more than 100 million pounds of mail and freight, more than 370,000 passengers and 102,000 vehicles. What makes your achievement even more impressive is that our vessels made just as many port calls in their 289 weeks of operation in 1996 as they did in 322 weeks of operation in 1987.
- You're providing the service with less and less General Fund state money and with an overall system budget that is falling each year.
- And very important and seldom discussed, is that we are providing this service with about the same number of vessel crew members and shoreside employee as we did 10 years ago.

AMHS Employees

Page 2

March 26, 1997

I realize that shoreside staffing levels are a controversial issue for vessel employees. I am disturbed that there appears to be a void developing between our shoreside and vessel employees. Without the shoreside employees our ships would not be maintained, passengers and freight would not be booked, supplies would not be delivered, call outs would not be made, and the ships would not be tied up. We are a team and the support work done by shoreside employees is just as important to the service we provide as the work done by vessel employees. Shoreside operations have gone through countless revisions, reorganizations and restructurings since the late 1970s. Jobs have moved from the Marine Highway System to being centralized in Department of Transportation and Public Facilities and back again. Despite what you may have heard, the total number of shoreside and terminal employees is no higher this year than it was in 1985. That year, the legislature authorized 145 positions for the terminal and shoreside offices. This year, there are about 140 workers on those payrolls.

Instead of helping, I believe the Alaska Marine Highway Authority legislation currently in the Legislature will hurt the Marine Highway System for the following reasons:

- Instead of your elected officials being held responsible for the operation of the system, an appointed board of directors would be in charge. They could make any decision they wish concerning service, staffing, labor negotiations or any special service we provide, such as moving high school sports teams. They could unilaterally drop service to unprofitable areas or take other actions, all without the approval of the Governor or Legislature.
- As a separate authority, the system would be forced to compete with communities and other agencies on a statewide basis for federal highway funds needed for capital projects. In addition, there is nothing in the bill that encourages more financial support from the legislature for vessel upgrades or for general funds for operating the vessels.
- The legislation would remove all shoreside and terminal employees from the state's classified service, putting them in the exempt service and forcing them to form new collective bargaining units separate from their existing units.
- If we move the system into an Authority, there will be six months to a year of very confused operations. This is a very important time for the system, with the decision on the fate of the Malaspina soon to be made and with the new vessel, the Kennicott, coming on line next summer. We are currently looking at and must make sizable changes to the way we do business. Appointing a Board of Directors, gaining legislative approval of appointments, hiring an Executive Director, fighting for the FY 1999 capital and operating budget, and moving employees and the Headquarters from Juneau to Ketchikan would all happen during this period. How will the Authority fare in competition for FY99 operating and capital funding with other departments, including DOT&PF? Remember it is the Legislature's plan to cut the budget again next year.

AMHS Employees

Page 3

March 26, 1997

- Last of all, going to an Authority will increase the cost of operating the system. Many of the administrative services currently provided by the Department of Transportation and Public Facilities will stop and will have to be accomplished by the new Authority. We estimate that it will cost over \$500,000 per year above the current budget to run the Authority and another \$600,000 per year for cost increases with the move to Ketchikan. The Authority portion includes paying the Director's costs, additional support costs for shoreside employees and other administrative costs. Where are these additional funds going to come from? Will we have to decrease service to pay the increased costs of the Authority and the move to Ketchikan?

I ask that you consider the facts, ask questions and work with us to improve the Alaska Marine Highway System. In my opinion, turning over the system to a new authority and transferring Juneau personnel to Ketchikan isn't going to fix anything, will cost additional money and will be very disruptive to the service we provide and to the employees of the system. If you have a complaint with management, let's work together to resolve it. We have too much work ahead of us in the next year to allow the system to enter a state of confusion and disarray. Never forget, the Marine Highway System only exists to provide transportation services to the people of Southeast and Southwest Alaska and we need to provide the best service possible at the lowest cost. I believe working together in DOT&PF that we can accomplish that mission.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner

Alaska State Legislature



Committee Membership
Senate Finance
Senate Resources
Senate Rules
Legislative Budget & Audit

Senator John Torgerson

District Address:
145 Main St. Loop, Ste. 226
Kenai, AK 99611
(907) 283-2690
fax 283-9267

Session Address:
State Capitol: Room 514
Juneau, AK 99801-1182
(907) 465-2828
fax 465-4779

MEMORANDUM

TO: Commissioner Perkins
FROM: Senator John Torgerson
DATE: March 12, 1997
SUBJECT: Request for information

J. Torgerson

* AMHS

After reviewing your budget, I am considering the following adjustments to the Department of Transportation Budget. Please review these areas and prepare the necessary documents for discussion and presentation to the Finance Subcommittee.

I will be contacting your office to set up our meeting schedule.

- Eliminate Statewide Internal Audit BRU.
- Eliminate inflation proofing for the Statewide Equipment Fleet.
- Reduce the Statewide Equipment Fleet by 5%.
- Reduce Statewide Planning by 10%.
- Reduce all Regions and Statewide Design and Construction by 15%.
- * • Discontinue service to the Aleutian Chain.
- * • Discontinue service to Bellingham.
- * • Surplus and sell the Malaspina and the Columbia.
- * • Sell the Aurora to the Prince of Wales Communities.
- * • Convert the rest of the Fleet to day boats, whenever possible.
- * • Eliminate the Marine Highway Fund and authorize Budget and Audit to release funds on a predetermined schedule, based on performance.

Cost to cancel Kennicott contract was asked orally at earlier meeting

- * • Approve the move of the Marine Highway Headquarters to Ketchikan.
- Increase Maintenance and Operations in each region.
- Increase Airport Maintenance and Operations.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

March 19, 1997

TONY KNOWLES, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

PHONE: (907) 465-3900
TEXT: (907) 465-3652
FAX: (907) 586-8365

Senator John Torgerson, Chair
Senate Finance Subcommittee
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182

Dear Senator Torgerson,

The following information is provided in response to your memo of March 12, 1997.

Eliminate Statewide Internal Review BRU

A significant portion of the audit work performed by this group is on specific projects and is eligible to be charged to those projects, including Federal-aid funding. Approximately 63% of the funding for this component is Capital Improvement Program (CIP) Receipts. Continued receipt of Federal funding from the Federal Highway Administration and Federal Aviation Administration is contingent upon:

- Completing an organization wide single audit. The Internal Review section provides field testing for Legislative Audit especially in the areas of right-of-way and construction.
- Assuring federal compliance by utility companies. Internal Review provides Legislative Audit with testing required to assure that actual costs plus overhead charged by utilities are within federal requirements.
- Other federal-aid program audits. Title 23 requires that consulting engineers receiving over \$250,000 must have a pre-negotiation audit during the design phase of a project.

It is important to comply with these requirements to ensure there is uninterrupted reimbursement of \$280 million federal funds annually.

Internal Review also serves as an extension of the management function that reviews operations and identifies control weaknesses, addresses systems improvements, ensures compliance and makes recommendations for improvement in utilization of resources. Approximately 30% of the component funding is from General Fund Match or General Funds, for those audits, or portions, not chargeable to Federal projects. The remaining 7% comes from the International Airport Revenue Fund to verify concession

lease receipts and the terms and conditions of lease agreements at the International Airports.

The special requirements of the Federal construction programs as well as the size and magnitude of responsibilities of this department, mandate that continuous audit work be performed. The most cost effective method is to have the audits performed in-house. Contracted audits would be more expensive and would require staff to act as project managers and to provide training for the contract auditors.

Eliminate inflation proofing for the State Equipment Fleet

This would equal a reduction of \$360,000 of Highway Working Capital Funds. Rates are developed based upon the actual costs of the replacement of vehicles up to the beginning of the year for which the rates are being developed. Unfortunately, as you know the cost of purchasing cars, as well as heavy duty equipment, continues to rise. For that reason we add a one year inflation factor to reflect that most of the vehicles are not purchased at the beginning of the budgeted year. If we removed inflation from our calculated rates, the effect would be a one-time reduction that would need to be recovered in future years. The Highway Working Capital Fund cannot pay out more for vehicles than has been collected for replacement costs without threatening the integrity of the fund.

There would be no immediate effect on other agencies because rates have already been calculated and approved for use in FY98. There would be no General Fund savings unless the budgets in the user agencies were reduced.

Reduce the State Equipment Fleet by 5%

The Statewide Equipment Fleet (SEF) is funded 100% from the Highway Working Capital Fund. It operates as an internal service fund and agencies pay into it based upon the number and type of vehicles they have. General fund dollars (as well as other funding sources) that are paid to the state equipment fleet are contained within user agencies' budgets. If the State Equipment Fleet budget was reduced by 5% , there would be no effect on the user agencies because there is no change in the number of vehicles they have or in the rates they are being charged. If SEF did not have sufficient authorization to expend the funds collected from user agencies, it could result in less maintenance being performed on the vehicles. Fixed costs such as gasoline and parts would take precedence. Over time, insufficient periodic or preventative maintenance could result in shorter vehicle life.

Annually the SEF Headquarters Office develops proposed rates to be charged in the next fiscal year. These rates must first be approved by the Office of Management and Budget (OMB) before being used by other agencies in their

budget preparation. OMB has not approved operating rate changes for the last three years.

Reduce Statewide Planning by 10%

This would result in a General Fund reduction of \$15,100. Statewide Planning would reduce those activities that can not be charged to Federal Planning funds such as support of the port and harbor capital budget request and responses to public inquiries not related to an on-going federal planning project.

Reduce all Regions and Statewide Design and Construction by 15%

A 15% reduction in the Design and Construction units (including Statewide Engineering) would result in a \$400,000 general fund reduction. This level of general fund reduction would severely impact our ability to support functions related to the federal funded capital improvement program. The Federal Highway Administration requires that in order to receive federal funds, the State must have a fully functioning department funded without the participation of the federal government. Further reduction in these minimal general fund support funds may well jeopardize the Department's ability to participate in the federal programs.

The general funds authorized for the Design and Construction (D&C) BRUs have been reduced 43 percent in the last five years, and approximately 75 percent since FY84. In the FY98 Governor's Budget, general funds comprise only 4 percent of the funding for D&C. There are numerous activities performed in these units that are not eligible to be charged to projects, but must still be performed. ?

If a 15 percent reduction were also assessed against CIP Receipts, Designated Program Receipts and other funding sources for Design and Construction, this would equate to a \$8,875,000 reduction (in addition to the GF reduction). However, this would save the state very little money since the CIP Program is predominantly federally funded. This reduction would impact our ability to implement the capital program and could result in fewer Federal projects being performed, and would therefore impact the private construction industry as well. If the reduction were assessed against designated program receipts it would result in fewer private businesses being able to utilize the Right of Way for utility projects or leases due to a lack of authority to expend the fees collected in conjunction with those uses.

As of February 28, 1997, of the nearly 1,000 authorized positions in the Design and Construction function, 642 were actually paid (in the Labor, Trades and Crafts union positions are considered filled even when they are on seasonal lay-off, so paid positions are those currently working). This reflects the fact that over one third of the D&C positions are seasonal,

working during the construction season. The attached chart shows the break-down of full-time and seasonal authorized positions, as well as the number of filled and paid positions.

Marine Highways

It is important to note that these options are difficult to view in isolation, since any change even to the operating weeks of one (1) vessel tends to impact not only service to numerous communities, but revenue of other vessels. They are also not questions for which impacts can be provided quickly. An in depth analysis at a very detailed level would be required to actually determine the real potential impact on service, revenue and expenditure. We have attached (and previously supplied it separately through Jim Hauck at Legislative Finance), the revenue and expenditure information you requested on the M/Vs Columbia, Malaspina and Aurora. The Vessel Summary sheets include information for all vessels for FY89-FY96. The Operating Vessel Crew List is also provided to show the crewing for each vessel.

Discontinue service to the Aleutian Chain

As indicated in an earlier response on this question, the Aleutian Chain trips take approximately five (5) days out the chain and back. These are made once each month during the summer and one in October and April. These outlying communities are much more dependent upon reliable service than the larger cities due to their lack of transportation alternatives. The lack of all weather air service and regularly scheduled barge service makes the availability of ferry service a critical component of a community's economic and social well being.

The tariff revenue loss would be less than \$150,000. The revenue generated from onboard services and cabins is not included in this number. The M/V Tustumena would serve southwest ports only, but would not otherwise reduce operating days when the Chain trips are discontinued. Since the southwest routes are not constrained during the summer season, there is no data to estimate additional revenue.

Discontinue service to Bellingham/Sell the Columbia/Sell the Malaspina

As stated previously, Bellingham is the most southern road connection. The elimination of Bellingham as a port would reduce service in Southeast by one round trip per week. The Bellingham route generates \$5.34 million in tariff revenue.

The total of all revenue generated by the M/V Columbia in FY 96 was \$13.55 million with operating expenditures of \$11.41 million.

The selling of the M/V Columbia would mean less service to southeast communities and it would result in a loss of 145 vessel jobs. We do not have a marine survey on the vessel to determine what similar type vessels have sold for on the open market. However, we would estimate this to be approximately \$4-5.0 million.

The sale of the M/V Malaspina would further impact traffic and revenue. The removal of any of the mainline vessels totally from service will have an impact on the remaining vessels. We know that the system during the summer months is already constrained and the remaining vessels would not be able to absorb the traffic within the system created by the elimination of two (2) mainliners.

The recent marine survey done on the M/V Malaspina estimated the vessel would sell for approximately \$95,000. The survey performed looked only at what similar vessels had sold for in the U.S. market.

For your information we have enclosed a copy of the draft report on alternatives for the deployment of the fleet with the addition of a new ocean class ferry. This report specifically addresses several options for future of the Malaspina.

Sell the Aurora to the Prince of Wales Communities.

The ports now served by the M/V Aurora would no longer receive AMHS service. This would include Hollis, Hyder and Metlakatla.

During the annual overhaul of the LeConte, service would be eliminated to Angoon, Pelican and Tenakee. Reduced service would be provided to Hoonah and Kake by the Taku.

Your question would assume that the Prince of Wales Communities would be interested in purchasing and operating the M/V Aurora. The vessel type that they have based their projections on is smaller with less crew requirements.

As indicated in the Vessel Summary reports supplied to Legislative Finance, the annual revenue in FY96 for the M/V Aurora was \$1.7 million at an expense of \$5.0 million.

Convert the rest of the fleet to day boats. whenever possible.

The speed of the existing vessels and the distances between ports limit the links which can be served by day boat operations. The three most likely runs and vessels for day boat possibilities are:

1. Ketchikan to Prince Rupert - M/V Taku
2. Ketchikan to Hollis - M/V Aurora
3. Juneau to Skagway and Haines - M/V Malaspina

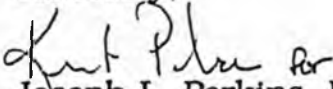
	A crew	B crew	Relief crew	Total	Diff.
Aurora - reg	24	24	12	60	
Aurora - day	12		6	18	42
Taku - reg	46	46	23	115	
Taku - day	25		15	40	75
Mal - reg	47	47	23	117	
Mal - day	18		10	28	89
				Total diff.	206

Assuming 200 jobs are eliminated at an average cost of \$40,000 per position the difference in costs between mainline ferry service and day boat ferry service is approximately \$8 million.

The working conditions would completely change and therefore there would have to be completely new labor contracts. The current contracts with IBU and MMP expire in May 1999. The MEBA contract expired in November 1996 and a new contract has not been negotiated.

We were informed verbally that the remainder of the items could be addressed at our next subcommittee hearing.

If you need further information, please contact me.

Sincerely,

 Joseph L. Perkins, PE
 Commissioner

Enclosures

cc: Senate subcommittee members

4

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
ALASKA MARINE HIGHWAY SYSTEM

SENIORITY ROSTER
JUNE 1996

LICENSED DECK OFFICERS

<u>NAME</u>	<u>POSITION</u>	<u>DATE OF HIRE</u>	<u>DATE APP. LIC. DECK</u>
1. JACKINSKY, Walter W.	MASTER (SW) RET	01-15-63	05-17-65
2. ASPINWALL, Thomas H. ✓	MASTER	01-25-63	05-23-67
3. SANDE, Jan W. ✓	MASTER	06-15-69	06-15-69
4. WALLIN, James K.	CHIEF MATE	07-05-68	07-23-69
5. JOHNSON, Arthur L.	MASTER	06-18-69	06-18-69
6. SCHOEPPE, Karl M. ✓	MASTER	03-22-72	03-22-72
7. KLABO, John A.	RELIEF MASTER (SW)	10-15-69	05-18-74
8. HAGERUP, Ervin L.	MASTER	05-28-68	07-03-74
9. OGILVY, Gary L.	MASTER	05-09-75	05-09-75
10. SOUCIE, James M.	CHIEF MATE (SW)	04-27-70	05-22-75
11. LEE, Robert E.	CHIEF MATE RET	04-04-76	04-04-76
12. LYNES, William J.	MASTER	07-13-76	07-13-76
13. HOPKINS, William ✓	MASTER	12-17-77	12-17-77
14. SUND, Werner	MASTER	04-03-74	03-12-78
15. JOHNSON, J. Douglas	MASTER	03-25-78	03-25-78
16. WARD, Jonathan E.	RELIEF MASTER	03-05-77	04-05-78

ddd ©

5

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
ALASKA MARINE HIGHWAY SYSTEM**

**SENIORITY ROSTER
JUNE 1996**

LICENSED DECK OFFICERS

<u>NAME</u>	<u>POSITION</u>	<u>DATE OF HIRE</u>	<u>DATE APP. LIC. DECK</u>
17. SUNDT, Mark R.	MASTER	10-03-78	10-03-78
18. OLDACRES, Dennis E.	SECOND MATE	02-07-79	02-07-79
19. ORNELAS, Raoul A.	SECOND MATE	03-09-79	03-09-79
20. BRERETON, George	RELIEF MASTER	08-10-79	08-10-79
21. HERNDON, Homer	CHIEF MATE (SW)	04-07-74	03-22-80
22. BATES, Charles, L.	PILOT	04-28-80	04-28-80
23. SEIGEL, Richard F.	MASTER (SW)	08-02-80	05-24-81
24. ANDERSON, Gary M. ✓	RELIEF MASTER	05-29-81	05-29-81
25. BROWN, Farrell ✓	MASTER	06-22-79	06-30-81
26. GAMBACORTA, Athos	CHIEF MATE	11-22-81	12-12-81
27. WOOD, John ✓	RELIEF CHIEF MATE	12-12-81	12-12-81
28. SACKETT, Larry	PILOT	06-18-82	06-18-82
29. ANDREASEN, Henry	SECOND MATE	06-27-82	06-27-82
30. WILLIAMSON, Harvey	CHIEF MATE	01-16-83	01-16-83
31. MACAULAY, Scott ✓	CHIEF MATE	05-24-83	05-24-83
32. REED, Tom	RELIEF CHIEF MATE	05-26-83	05-26-83

6

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
ALASKA MARINE HIGHWAY SYSTEM**

**SENIORITY ROSTER
JUNE 1996**

LICENSED DECK OFFICERS

<u>NAME</u>	<u>POSITION</u>	<u>DATE OF HIRE</u>	<u>DATE APP. LIC. DECK</u>
33. SEEFRIED, Jeff	SECOND MATE	05-26-83	05-26-83
34. ANDERSON, David ✓	CHIEF MATE	02-15-77	05-07-84
35. CROWLEY, Robert	CHIEF MATE	05-27-76	07-22-84
36. LUCAS, Baron ✓	CHIEF MATE	07-08-82	05-16-85
37. O'BRIEN, John Jr.	THIRD MATE	05-12-76	04-23-86
38. TAYLOR, Philip ✓	RELIEF CHIEF MATE	07-02-74	07-02-86
39. STYRK, Gregory ✓	CHIEF MATE	01-10-87	01-10-87
40. CARNES, Wayne	CHIEF MATE	04-14-87	04-14-87
41. MIKAT, Wolfgang	SECOND MATE (SW)	05-29-87	05-29-87
42. KNUTH, Harvey	CHIEF MATE	06-13-87	06-13-87
43. MONTEZ, Fred.	CHIEF MATE	02-08-77	07-02-87
44. McMAHON, Peter	SECOND MATE	07-18-74	07-04-87
45. WALTER, Lawrence ✓	SECOND MATE	09-08-87	10-14-87
46. HENDRICKSON, Scott	CHIEF MATE	07-06-85	10-15-87
47. POET, Donald ✓	SECOND MATE	04-24-73	10-23-87
48. KNIGHT, Charles	THIRD MATE	04-04-77	10-25-87

ddd @

3

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
ALASKA MARINE HIGHWAY SYSTEM

SENIORITY ROSTER
JUNE 1996

LICENSED DECK OFFICERS

<u>NAME</u>	<u>POSITION</u>	<u>DATE OF HIRE</u>	<u>DATE APP. LIC. DECK</u>
49. HALES, Steven	SECOND MATE	03-20-79	11-01-87
50. MOORE, Thomas ✓	SECOND MATE	06-15-77	12-11-87
51. McMAHON, John	THIRD MATE	05-06-74	05-23-88
52. RATIGAN, William ✓	THIRD MATE	05-07-77	07-17-88
53. LYNCH, Robert ✓	UNASSIGNED XTRA	06-29-79	12-20-88
54. GRUNOW, Wayne	RELIEF SECOND MATE	10-04-76	07-02-89
55. HAMILTON, Scott	THIRD MATE	09-30-89	09-30-89
56. LISLE, David	SECOND MATE	05-13-74	05-08-90
57. THOMAS, William	UNASSIGNED XTRA	02-18-74	05-26-90
58. STORMONT, JOHN	THIRD MATE (SW)	08-14-87	05-30-90
59. BLAGGI, Chris ✓	UNASSIGNED XTRA	07-08-90	07-08-90
60. KRUMM, Leroy	RELIEF MASTER (SW)	04-02-92	04-02-92
61. BRESSETTE, RONALD	SECOND MATE	05-15-75	05-10-92
62. KLEIN, ALLEN	SECOND MATE	06-14-79	07-11-92
63. STRUM, DOUG	THIRD MATE	12-25-88	07-06-93
64. PETRICH, WILLIAM ✓	UNASSIGNED XTRA	07-11-93	05-01-94

ddd ©

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
ALASKA MARINE HIGHWAY SYSTEM

SENIORITY ROSTER
JUNE 1996

LICENSED DECK OFFICERS

<u>NAME</u>	<u>POSITION</u>	<u>DATE OF HIRE</u>	<u>DATE APP. LIC. DECK</u>
65. HENNING, Gar	UNASSIGNED XTRA	05-20-94	05-20-94
66. ACTOR, Steve ✓	UNASSIGNED XTRA	06-13-80	12-23-94
67. MONTEZ, Mike	UNASSIGNED XTRA	07-28-78	01-22-95
68. WALLI, Adrienne	UNASSIGNED XTRA	04-28-95	04-28-95
69. WHITMORE, William	UNASSIGNED XTRA	05-05-95	05-05-95
70. OLYER, Barry	UNASSIGNED XTRA	05-15-95	05-15-95
71. RUGUR, Robert	UNASSIGNED XTRA	05-29-95	05-29-95

The reason for the roster is so you can check off names. we are attempting to obtain over 50% so we can qualify as a group.

I also have contacted a S-E. Conference person to get the ball rolling there as well.

Jon Sande

SB 21/HB 88

ALASKA MARINE HIGHWAY AUTHORITY

COMMENTS BY
COMMISSIONER JOE PERKINS, DOT&PF
MARCH 6, 1997

I. THE AUTHORITY CREATES MORE PROBLEMS THAN IT SOLVES.

A. SB 21 DIMINISHES PUBLIC ACCOUNTABILITY.

UNDER THE PRESENT SYSTEM, THE MARINE HIGHWAY SYSTEM MANAGEMENT IS ACCOUNTABLE TO THE PUBLIC. CONCERNS AND REQUESTS ARE RESPONDED TO, QUICKLY AND COMPLETELY. THEY HAVE TO BE. ELECTED OFFICIALS ARE RESPONSIBLE FOR THE MANAGEMENT OF THE MARINE HIGHWAY, AND ELECTED OFFICIALS HAVE TO BE RESPONSIVE TO THE PUBLIC THEY SERVE. SOMETIMES THAT IS TIME-CONSUMING AND CUMBERSOME, BUT IT IS THE MOST RESPONSIBLE WAY TO HANDLE THE PEOPLE'S BUSINESS. THE ESTABLISHMENT OF AN AUTHORITY WILL DIMINISH THE PUBLIC ACCOUNTABILITY OF MARINE HIGHWAY MANAGEMENT BY INSERTING AN APPOINTED BOARD BETWEEN MANAGEMENT AND THE PEOPLE. MARINE HIGHWAY MANAGEMENT WILL NO LONGER WORK DIRECTLY FOR THE ELECTED GOVERNOR OR FOR ANY OTHER ELECTED REPRESENTATIVES. MANAGEMENT DECISIONS WILL BE MADE BY THE BOARD, AND NOT THE GOVERNOR NOR THE LEGISLATURE. ONCE APPOINTED, BOARD MEMBERS WILL NOT BE ACCOUNTABLE TO THE PUBLIC. A BOARD MEMBER MAY BE REMOVED ONLY FOR CAUSE. THE ACCOUNTABILITY OF MARINE HIGHWAY MANAGEMENT TO THE COMMUNITIES THEY SERVE WILL BE SUBSTANTIALLY REDUCED. WE BELIEVE THIS IS NOT DESIRABLE.

B. SB 21 LESSENS PUBLIC INFLUENCE ON DECISION MAKING.

ALASKAN'S NOW KNOW WHO IS IN CHARGE OF THE MARINE HIGHWAY SYSTEM. WHEN THINGS ARE RUNNING WELL, THEY KNOW WHO TO COMPLIMENT. WHEN THINGS AREN'T GOING SO WELL, THEY KNOW WHO TO BLAME. THIS BILL WILL CHANGE ALL OF THAT. WHEN ACCOUNTABILITY OF ELECTED OFFICIALS CHANGES, PUBLIC ACCESS TO THE DECISION MAKING PROCESS ALSO CHANGES. ALTHOUGH A PERSON OR COMMUNITY MAY STILL ASK THE EXECUTIVE DIRECTOR OR BOARD OF DIRECTORS OF THE SYSTEM FOR A SCHEDULE CHANGE OR SPECIAL RUN, THERE MAY BE LITTLE OR NO PRESSURE TO RESPOND. THE MANAGER IS INSULATED FROM THE EFFECT OF PUBLIC PRESSURE. WE BELIEVE ALASKANS APPRECIATE DIRECT ACCESS TO THE PUBLIC SYSTEMS THAT MOST AFFECT THEIR LIVES, AND THIS BILL WILL HAVE A SUBSTANTIAL NEGATIVE IMPACT ON THAT ACCESS.

II. THE ALASKA MARINE HIGHWAY SYSTEM IS NOT BROKEN.

A. (UNRELENTING) NEGATIVE CRITICISM IS DESTRUCTIVE.

THERE IS A LOT THAT IS RIGHT ABOUT THE MARINE HIGHWAY SYSTEM. THE SHIPS HAVE A FINE SAFETY RECORD, GENERALLY RUN ON TIME, AND PROVIDE SIMPLE, ECONOMICAL, COMFORTABLE AND RELIABLE TRANSPORTATION SERVICE TO THE TRAVELING PUBLIC. THE STATE'S ECONOMY RECEIVES APPROXIMATELY \$170 MILLION IN BENEFITS PER YEAR FROM OPERATION OF THE SYSTEM. OF COURSE SOME MISTAKES ARE MADE. THEY ARE INEVITABLE IN AN OPERATION THAT IS AS VULNERABLE TO AS MANY VARIABLES AS IS THE MARINE HIGHWAY SYSTEM. IT IS A SYSTEM THAT HAS A LARGE AND VARIED CONSTITUENCY, AND EVERYBODY HAS AN OPINION AS TO WHAT SHOULD BE DONE AND HOW IT SHOULD BE OPERATED. BUT OVERALL, THE SYSTEM IS DOING WHAT IT WAS DESIGNED TO DO - TRANSPORTING PEOPLE IN SOUTHEAST

AND SOUTHWEST IN THE CONTEXT OF AN INTERMODAL TRANSPORTATION NETWORK.

PAST LEGISLATURES HAVE DETERMINED THAT THE MARINE HIGHWAY SYSTEM IS AN ESSENTIAL PART OF THE STATE TRANSPORTATION SYSTEM THAT WARRANTS CONTINUED AND PREDICTABLE STATE SUPPORT. MANY COMMUNITIES' ECONOMIES ARE DEPENDENT ON ITS STEADINESS AND STABILITY, AND THE STATE'S TOURISM INDUSTRY IS GREATLY ENHANCED BY THE SYSTEM. THOSE ADVANTAGES ARE EVIDENT WHEN THE WHOLE STORY OF THE SYSTEM IS TOLD. BUT WHEN ONLY THE MISTAKES AND DIFFICULTIES ARE DISCUSSED, WHEN ONLY THE NEGATIVES ARE EMPHASIZED, WHEN LEGISLATIVE FUNDING LEVELS ARE REDUCED EACH YEAR AND WHEN THE FUTURE OF THE SYSTEM IS UNDER SIEGE, THOSE ADVANTAGES ARE NOT RECOGNIZED. THE PERCEPTION OF AN INSECURE FUTURE BECOMES A REALITY FOR EMPLOYEES WHOSE LIVES ARE INTRICATELY WOVEN INTO THE SYSTEM'S FUTURE. THE PERCEPTION OF A SHRINKING SYSTEM IS A SOURCE OF CONSIDERABLE ANXIETY FOR COMMUNITIES AND ALASKAN'S WHOSE ECONOMIES AND WAY OF LIFE HAVE BECOME PARTIALLY DEPENDENT ON THE REGULAR ARRIVAL OF THE SHIPS. THE PERCEIVED UNWILLINGNESS OF THE LEGISLATURE TO COMMIT SUFFICIENT STATE RESOURCES TO INSURE AN ADEQUATE FUTURE FOR THE SYSTEM, CANNOT HELP BUT UNDERCUT MORALE, PERFORMANCE, AND HOPE OF THE EMPLOYEES AND THOSE WE SERVE. THIS HAS HAPPENED AND IT IS SAD.

B. SB 21 IS A BAD IDEA.

THE BILL SETS UP A LAYER OF ADMINISTRATION OVER WHICH NEITHER THE GOVERNOR NOR THE LEGISLATURE WILL HAVE CONTROL. WE BELIEVE THAT IS BAD PUBLIC POLICY. BUT EVEN WORSE, IT DOESN'T FIX ANYTHING. THERE IS NOTHING IN THE BILL THAT ENCOURAGES STABILITY OR FINANCIAL SUPPORT BY THE LEGISLATURE. THERE IS NOTHING IN THE BILL THAT ADDRESSES THE INCREASING CAPITAL NEEDS OF AN AGING FLEET.

IF THERE ARE MAJOR PROBLEMS AT MARINE HIGHWAYS, THEY CAN BE HANDLED. ONE OF THE BIGGEST PROBLEMS THAT YOU CAN HELP RELIEVE IS THE TIME AND ENERGY THAT NOW IS BEING SPENT CONTROLLING THE DAMAGE CAUSED BY ANXIETY OVER THE FUTURE. THAT IS A PROBLEM THAT YOU CAN MATERIALLY AFFECT, BY TELLING THE WHOLE STORY OF THIS VERY SUCCESSFUL STATE ADVENTURE, BY DEMONSTRATING YOUR SUPPORT FOR ITS FUTURE AND HELPING US FIX THE PROBLEMS. THE SYSTEM IS 35 YEARS OLD, THE SHIPS ARE AGING, THE SYSTEM IS RUNNING THE SAME TYPE OF SERVICE TODAY IT DID 35 YEARS AGO - IN 1976 SITKA WAS PROVIDED WITH 268 TRIPS AND IN 1996 THE NUMBER WAS 311. TODAY WE ARE RESPONDING TO THE CHALLENGES OF SHRINKING FUNDING AND INCREASING REGULATORY DEMANDS. THE EMPLOYEES WHO YOU HEARD FROM IN THE LAST HEARING ARE EXPERIENCING THE IMPACTS OF THESE DYNAMICS. PEOPLE ARE BEING AFFECTED AND JOBS ARE BEING IMPACTED. HOWEVER, I BELIEVE A FIRM FOUNDATION IS BEING LAID FOR FUTURE STATEWIDE TRANSPORTATION SERVICES TO INCLUDE THE ESSENTIAL MARINE HIGHWAY SYSTEM. COSTS ARE BEING CONTAINED, VESSELS ARE BEING UPGRADED, THE SERVICES ARE BEING USED. IN FACT, WE ARE NOW EXAMINING, WITH THE SOUTHEAST ALASKA MAYORS, THE MARINE HIGHWAY EMPLOYEES AND THE LEGISLATURE THE

POTENTIAL TO DRAMATICALLY CHANGE THE WAY THE SYSTEM IS OPERATED AND TO OFFER IMPROVED AND EXPANDED SERVICE. WE NEED YOUR SUPPORT.

II. AN AUTHORITY WILL BE FURTHER ISOLATED FROM CAPITAL FUNDS.

THE MARINE HIGHWAY SYSTEM IS PRESENTLY MANAGED BY DOT/PF AS AN INTEGRAL PART OF ALASKA'S INTERMODAL TRANSPORTATION SYSTEM. THE MAJORITY OF THE ROUTES HAVE BEEN DESIGNATED BY CONGRESS AS PART OF THE NATIONAL HIGHWAY SYSTEM. AS AN OPERATING ARM OF THE DEPARTMENT, THE SYSTEM RECEIVES FEDERAL HIGHWAY AID FUNDS FROM THE DEPARTMENT. BY SEPARATING THE SYSTEM FROM DOT/PF, AS AN AUTHORITY, OPERATING INDEPENDENTLY FROM THE REST OF THE DEPARTMENT, THE DEBATE FOR FUNDING THE MARINE HIGHWAY SYSTEM CAPITAL IMPROVEMENTS COULD CONCEIVABLY SHIFT MORE TOWARD THE LEGISLATURE FOR RESOLUTION. WE WILL FORCE THE MARINE HIGHWAY SYSTEM TO COMPETE MORE AGGRESSIVELY WITH, INDIVIDUAL COMMUNITIES THROUGHOUT THE STATE, OTHER DOT/PF REGIONS, AND OTHER AGENCIES FOR ITS SHARE OF FEDERAL HIGHWAY FUNDS, RATHER THAN SHARING THEM AS ONE COMPONENT OF ALASKA'S INTERMODAL TRANSPORTATION SYSTEM.

WHILE THE COMMISSIONER OF DOT/PF WOULD SERVE ON THE BOARD OF DIRECTORS OF THIS NEW AUTHORITY, IT IS UNREALISTIC TO THINK THAT AN ORGANIZATIONAL COMPONENT WHICH IS SEPARATE FROM THE REST OF THE AGENCY -- AND FOR WHICH THE COMMISSIONER NO LONGER HAS PRIMARY RESPONSIBILITY -- WILL RECEIVE THE SAME LEVEL OF CONSIDERATION FOR FEDERAL HIGHWAY FUNDS AS IT RECEIVES AS A LINE AGENCY WITHIN THE DEPARTMENT.

III. THE AUTHORITY PROVIDES NO MECHANISM OR VEHICLES TO REDUCE
SUBSIDIES.

ALTHOUGH NOT EXPRESSLY STATED IN THE PROPOSED LEGISLATION, AN IMPLICIT PURPOSE FOR AN AUTHORITY IS APPARENTLY TO INSULATE THE MARINE HIGHWAY SYSTEM FROM INEXPERIENCED MANAGERS APPOINTED THROUGH THE POLITICAL PATRONAGE PROCESS. IT SHOULD BE NOTED, WE HAVE 16 EMPLOYEES WITH OVER 290 YEARS OF MARITIME EXPERIENCE WHO ARE WORKING IN THE ADMINISTRATION AND MANAGEMENT OF THE SYSTEM; DEDICATED, EXPERIENCED EMPLOYEES. AS ALREADY NOTED, SUCH INSULATION ALSO ISOLATES THE SYSTEM FROM DIRECT ACCOUNTABILITY FROM THE PUBLIC. THIS MIGHT BE ACCEPTABLE IF THE AUTHORITY WAS ESTABLISHED TO RUN THE SYSTEM AS A BUSINESS, DESIGNED TO BE SELF-SUPPORTING THROUGH REVENUES. HOWEVER, THIS IS NOT THE CASE.

THE MARINE HIGHWAY SYSTEM PRESENTLY DERIVES ABOUT 60% OF ITS OPERATING FUNDS FROM REVENUES, WITH THE REMAINING 40% OF ITS OPERATING BUDGET APPROPRIATED FROM THE GENERAL FUND BY THE LEGISLATURE. NOTHING IN THIS PROPOSED LEGISLATION IS DIRECTED TOWARD CHANGING THAT FUNDING RELATIONSHIP. THE PROPOSED AUTHORITY IS NOT DESIGNED TO BE SELF-SUFFICIENT. IT WILL CONTINUE TO REQUIRE ANNUAL LEGISLATIVE APPROPRIATIONS FOR OPERATIONS AND CAPITAL IMPROVEMENTS. WHAT THEN IS THE JUSTIFICATION FOR ESTABLISHING IT AS A STATE CORPORATION? AN AUTHORITY WILL REQUIRE ADDITIONAL SUBSIDY TO FUND ITS INCREASED OVERHEAD COSTS.

IV. ADMINISTRATIVE COSTS ARE LIKELY TO INCREASE.

THE MARINE HIGHWAY SYSTEM IS ALREADY AND UNFAIRLY CRITICIZED FOR THE LARGE SIZE OF ITS CENTRAL OFFICE STAFF. HOWEVER, IF THE MARINE HIGHWAY SYSTEM IS SPLIT FROM THE REST OF DOT/PF INTO AN QUASI-INDEPENDENT AUTHORITY, IT WILL LOSE THE ADMINISTRATIVE SUPPORT PRESENTLY PROVIDED BY THE DEPARTMENT AND ADMINISTRATIVE COSTS FOR AMHS WILL CERTAINLY INCREASE. PERSONNEL AND ACCOUNTING SERVICES WHICH ARE NOW PROVIDED IN PART BY HEADQUARTERS WOULD FALL ENTIRELY ON THE AUTHORITY. SO WOULD ENGINEERING SERVICES NOW BEING PROVIDED BY SOUTHEAST REGION. THE SYSTEM WOULD BE FURTHER REMOVED FROM THE FEDERAL HIGHWAY ADMINISTRATION. THE RELATIONS WITH DOT&PF AND FHWA WOULD BE COMPLICATED SINCE CFR TITLE 23 FOR THE ADMINISTRATION OF FEDERAL HIGHWAY FUNDING PROGRAMS IS THE RESPONSIBILITY OF THE STATE HIGHWAY AGENCY DOT&PF.

SEPARATE ACCOUNTING AND DATA PROCESSING SYSTEMS WILL ALMOST CERTAINLY BE NECESSARY. THE AUTHORITY WILL NOT BE EXEMPT FROM THE EXECUTIVE BUDGET ACT, STATE PROCUREMENT CODE AND OTHER STATE MANDATED RULES AND REGULATIONS.

V. AN AUTHORITY WILL NOT SOLVE THE SYSTEM'S HIGH LABOR COSTS.

LABOR AGREEMENTS FOR MARINE HIGHWAY SYSTEM EMPLOYEES ARE CURRENTLY NEGOTIATED AND ADMINISTERED AS A PART OF THE STATE'S OVERALL LABOR RELATIONS PROGRAM. ALTHOUGH VESSEL EMPLOYEES WERE TEN (10) YEARS AHEAD OF THEIR SHORESIDE PEERS IN COLLECTIVE BARGAINING,

ECONOMIC SETTLEMENTS IN THE LAST TWO (2) DECADES HAVE BEEN REASONABLY UNIFORM AND CONSISTENT FOR ALL STATE EMPLOYEE GROUPS.

AS PROPOSED, ALL EMPLOYEES OF THE AUTHORITY WOULD BE PLACED INTO THE EXEMPT SERVICE BUT REMAIN SUBJECT TO THE TERMS OF EXISTING LABOR AGREEMENTS UNTIL THEIR EXPIRATIONS. THE AUTHORITY IS THEN AUTHORIZED TO NEGOTIATE NEW LABOR AGREEMENTS, ALTHOUGH IT IS SOMEWHAT UNCLEAR WHETHER OR NOT THE TERMS OF THOSE AGREEMENTS MUST BE CONSISTENT WITH THOSE OF OTHER EXECUTIVE BRANCH EMPLOYEES. SINCE THE AUTHORITY'S EMPLOYEES WILL BE IN THE EXEMPT SERVICE, THEY ARE PROHIBITED BY BARGAINING REGULATIONS FROM REMAINING IN THE SAME CLASSIFIED EMPLOYEE BARGAINING UNITS FROM WHICH THEY CAME. THIS MEANS ADDING AT LEAST FOUR (4) MORE BARGAINING UNITS AND CONTRACTS FOR JUST AUTHORITY STAFF (GENERAL GOVERNMENT, SUPERVISORY, CONFIDENTIAL, AND LABOR, TRADES & CRAFTS).

SOME OF THESE UNITS WOULD BE COMPOSED OF ONLY A HANDFUL OF EMPLOYEES, BUT EACH SMALL GROUP HAS THE SAME RIGHTS TO NEGOTIATE AS LARGER EMPLOYEE GROUPS. EACH REQUIRES THE AUTHORITY'S RESOURCES TO NEGOTIATE NEW CONTRACTS, AND EACH HAS THE RIGHT TO ENGAGE IN A STRIKE IF THOSE NEGOTIATIONS FAIL. THE ECONOMIC LEVERAGE WHICH COULD BE EXERTED BY THESE SMALL GROUPS OF EMPLOYEES WOULD BE CONSIDERABLE. EACH HAS THE POTENTIAL TO SHUT THE SYSTEM DOWN IN THE EVENT AN IMPASSE IN CONTRACT NEGOTIATIONS RESULT IN A STRIKE

SMALL BARGAINING UNITS CAN BE PROBLEMATIC FOR JUST THESE REASONS. EVERY SMALL GROUP REQUIRES A LARGE EXPENDITURE OF LABOR RELATIONS RESOURCES, AND EACH HAS LEVERAGE OUT OF PROPORTION TO ITS SIZE. THERE IS NO REASON TO BELIEVE THAT AN AUTHORITY HAS ANY GREATER ABILITY TO NEGOTIATE REASONABLE CONTRACTS. IF ANYTHING, THE REVERSE IS TRUE.

VI. SUMMARY

ALASKA'S LONG-TERM HISTORICAL EXPERIENCE WITH CREATING AND OPERATING AUTHORITIES AND PUBLIC CORPORATIONS HAS NOT BEEN ENTIRELY POSITIVE. CONSIDER THE ALASKA POWER AUTHORITY, OF WHICH I WAS A MEMBER. AT THE TIME OF ITS CREATION, THE APA WAS BILLED AS THE ANSWER TO ALASKA'S NEED FOR CHEAP AND ABUNDANT ENERGY. VISIONS WERE FOR HYDROELECTRIC AND OTHER POWER PROJECTS THROUGHOUT THE STATE, WITH MODERN, POWER GRIDS SERVING THE MAJORITY OF ALASKA. AFTER NUMEROUS LEGISLATIVE CHANGES TO THE AUTHORITY OVER SEVERAL YEARS, IT WAS FINALLY CLOSED DOWN BY THE LEGISLATURE AS AN OPERATIONAL AGENCY. THE ALASKA RAILROAD CORPORATION IS ANOTHER EXAMPLE. IT WAS FORMED BY THE LEGISLATURE JUST OVER A DECADE AGO. TODAY, THE LEGISLATURE IS CONSIDERING RESTRICTING THE OPERATIONS OR POTENTIALLY SELLING THAT CORPORATION. COULD THESE EXAMPLES BE APPLICABLE TO A MARINE HIGHWAY AUTHORITY? THE ANSWER IS YES AS THIS LEGISLATURE CANNOT BIND FUTURE LEGISLATIVE ACTIONS.

THE PROPOSED AUTHORITY WOULD BE A MOVE IN THE WRONG DIRECTION AS FAR AS TRANSPORTATION IN ALASKA IS CONCERNED. SIX (6) YEARS AGO, CONGRESS INITIATED MAJOR CHANGES IN THE NATIONAL TRANSPORTATION INDUSTRY WITH THE ENACTMENT OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA). "INTERMODAL" IS THE "I" IN ISTEA. THE SIMPLE GENIUS OF ISTEA IS ITS PREMISE THAT TRANSPORTATION CHOICES CANNOT BE EFFICIENTLY OR ECONOMICALLY MADE IN ISOLATION FROM ONE ANOTHER. THIS CONCEPT IS CALLED INTERMODALISM.

A DECISION TO INVEST MORE PUBLIC MONEY IN ROADS, OR IN AIRPORTS, OR IN FERRY VESSELS, REQUIRES A BALANCING OF PUBLIC POLICY ISSUES THAT CANNOT BE COMPLETELY BALANCED IF ONE TRANSPORTATION MODE IS SOMEHOW TREATED DIFFERENTLY. NATIONALLY, THE TREND IS TO BRING MODES TOGETHER TO PROVIDE MORE EFFICIENT TRANSPORTATION SYSTEMS. AS I TRAVEL TO OTHER STATES AND DISCUSS ISSUES WITH MY PEERS, IT IS CLEAR THAT INTERMODALISM IS NOT A PASSING FAD. IT IS HERE TO STAY BECAUSE IT JUST MAKES SENSE. ISTEA WILL BE REAUTHORIZED THIS YEAR BY CONGRESS AS ISTEA II.

WE ALL RECOGNIZE THAT THE MARINE HIGHWAY SYSTEM CANNOT CONTINUE TO OPERATE AS IF IT WERE STILL THE 1960'S. TIMES HAVE CHANGED, AND THE NEEDS OF ALASKA'S COMMUNITIES AND THE TRAVELING PUBLIC HAVE CHANGED, THE TRANSPORTATION NETWORK ALONG ALASKA'S COASTLINE HAS CHANGED. THE CHANGES NEEDED IN THE MARINE HIGHWAY SYSTEM MAY BE DRAMATIC. HOWEVER, SB 21 TAKES US IN THE WRONG DIRECTION. WITH THE HELP OF THE LEGISLATURE, WE NEED TO WORK TO INSURE THAT THE MARINE HIGHWAY SYSTEM TRULY FUNCTIONS AS AN INTEGRAL ELEMENT IN A WELL-

DESIGNED STATEWIDE TRANSPORTATION SYSTEM. THIS ADMINISTRATION WILL CHANGE AND IMPROVE THE SYSTEM BUT THESE CHANGES MUST BE WELL THOUGHT OUT AND HAVE THE SUPPORT OF THE PEOPLE OF ALASKA. THIS TAKES TIME AND THE WORST ACTION WE CAN TAKE NOW IS TO MAKE CHANGES SUCH AS THIS BILL DOES WITHOUT THOUGHTFUL AND DELIBERATE CONSIDERATIONS OF ITS SHORT AND LONG TERM CONSEQUENCES.

Alaska State Legislature



During Interim: (June - Dec)
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Fax (907) 258-0226

During Session: (Jan - May)
State Capitol
Juneau, AK 99801-1182
(907) 465-4993
Fax (907) 465-3872

Drue Pearce
President of the Senate

July 10, 1996

Senator Robin Taylor
P O Box 1441
Wrangell, AK 99929

Dear Senator Taylor:

In order to determine the efficiency of the internal operations--as well as the public utilization--of the Alaska Ferry System, I am appointing an interim task force. The task force members are:

Senator Drue Pearce
Senator Robin Taylor
Senator John Torgerson

The Alaska Ferry System is a vital part of our transportation system and we need to know we are getting the most cost-effective, efficient, use of the resource.

Sincerely,

A handwritten signature in cursive that reads "Drue Pearce" with "mm." written below it.

Senator Drue Pearce
Senate President

DP:mmm

cc: Senator John Toergerson

cc:Mail for: Joe Ambrose

Subject: <none>

From: Lew.M.Williams@ktn.net at CC2MHS1 2/2/97 10:53 AM

To: joe ambrose at JNU_CAPITOL

Joe: I hope you are working hard this Sunday morning. If I have to read about the state ferry system on one of my seven days off a week, it is appropriate that my civil servant also work!

I just finished Fred Ross' report. As you acknowledge and I discovered, there is a lot of comment that supports a union viewpoint. That is not all bad because he has a lot in the report that is from studies and records that show terrible mismanagement of the system. The fact that Ross is an engineer in the system adds a lot of credibility to his conclusions based on his information sources.

Taking last things first, he envisions some kind of a board to run the system that is a state-owned corporation and that members of the board of directors will be paid a good wage for each day they work. I hope Taylor's bill is more along the lines you describe -- a state board which I presume will get the standard state per diem and travel expense as I now get serving on the board of regents. The crucial point is to have the state ferry board hire a system manager who is experienced in marine transportation, not politics. And have the board members with long enough terms there is some overlap for continuity and have them protected so that the governor can't fire them on a whim.

Ross' report inclines me to believe that instead of selling the Malaspina, the state should sell the Columbia, which has the highest operating and maintenance cost. And use the money from the sale to upgrade the Malaspina and Taku to the successful and efficient design of the Matanuska. Then we would have three efficient mainliners. When the new ship comes on the line, it can handle the Bellingham/Southeast route in the summer. Instead of being tied up in the winter like the Columbia, it can be moved to the westward to take over for the Bartlett and Tustamena while they are in maintenance and when the weather is a little heavier.

Moving state ferry headquarters to Ketchikan from Juneau is a good money-saving move but you might have to wait until there is an independent board running the system that can make the move administratively. It certainly can be justified for more efficient operating. But if Taylor can get it independently, more power to him. There is certainly enough room on state-owned land at Ketchikan Shipyard and the ferry terminal. I often suggested that a second deck for parking and office space is feasible over the existing ferry parking space, such as that where the crew park vehicle behind the post office. (Don't want to block the view from Terry Wanzer's new sun deck at the landing, although the parking lot in front of him can be enlarged by dredging more tieup space and using the material to fill and expand the parking area.)

However, that is not the point of this.

I think what is important is to emphasize:

--increasing fares has reduced traffic while expenses climbed.

--taking out the bars, like raising fares, cost more than it saved.

The idea of opening the bars and having a juke box and game machines to increase revenue is more practical. So is an expanded gift shop open more hours.

--selling the Columbia instead of the Malaspina is more practical.

--Less yard time seems to be more efficient than laying ships up.
\$305,000 a week to operate the Matanuska, minus \$150,000 for weekly

JOHN J. SCHNABEL
P.O. Box 149 • Haines, AK 99827
(907) 766-2821 • 766-2228 • Fax 766-2832

February 18, 1997

RECEIVED
FEB 20 1997
Ans'd.....

Honorable Robin Taylor
State Senate
Juneau, Alaska

I listened to the teleconference you held today on SB21 and problems of the Maines Highway System as viewed by Marine Highway employees. I favor SB.21 as being an improvement to what we have but I recommend SURGERY instead of a BAND AID as proposed by the employees. I have live in Haines since 1939 and watched the first ferry service between Haines and Juneau begun by Steve Homer in 1946. Since then it has been improved, expanded and studied for years and it is my conclusion that it is time to consider a different approach. I believe the construction of a road to Juneau would be a forward step towards reducing the inadequacy of the present system. This saving of over Two Hundred Miles and twelve hours of operating time could be used to upgrade the service to the rest of Southeast. The present road plan, chosen by the D.O.T., to build entirely on the East side of Lynn Canal from Juneau to Skagway thus by passing Haines except for a unreliable ferry connection from The Katzehin to Haines, is unacceptable as it does not give Haines equal treatment. It is suggested that the East Side road be terminated at the Katzehin and all traffic use the Ferry to Haines and the road then be constructed on the West side of Lynn Canal between Haines and Skagway. This suggestion is also in the best interest of the State as this increased ferry use will make it self supporting. As I pointed out in previous correspondence, I believe this road cqn be funded outside of the legislative appropriation process.

Yours truly,



12810 Snowberry Lane North
Ketchikan, Alaska 99901

RECEIVED JAN 8 1997

January 3, 1997

The Hon. Robin Taylor
c/o Legislative Information Office
353 Front Street
Ketchikan, Alaska 99901

Dear Senator Taylor:

I would like to add a further thought on your draft bill to place the Alaska Marine Highway System under an authority with a board of directors.

- The makeup of the board as presently written has a heavy maritime professional presence. I believe that this is imperative, however, if there are too many maritime types there will be those who will feather their own nest.
- To counter this, the board of directors would also have to have a strong professional business presence as well. These business professionals should have a proven and successful track record in the business world. They should not be academic theorists.

I support your bill for an authority with a board of directors to manage the Alaska Marine Highway System. Many of my co-workers have concluded that this is the proper reform that is needed to ensure the future of the Alaska Marine Highway System.

Thank you for your efforts.

Sincerely yours,



Captain William M. Hopkins

KETCHIKAN GATEWAY BOROUGH

RESOLUTION NO. 1325

A RESOLUTION OF THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH, ALASKA, SUPPORTING SENATE BILL NO. 21, RELATING TO FERRIES AND FERRY TERMINALS, ESTABLISHING THE ALASKA MARINE HIGHWAY AUTHORITY, AND RELATING TO MAINTENANCE OF STATE MARINE VESSELS; AND ESTABLISHING AN EFFECTIVE DATE.

RECITALS

A. The Alaska Marine Highway is the main component of the transportation system in Southeast Alaska providing all of the principle cities of Southeastern Alaska and the transcontinental railroads and highways at Prince Rupert, British Columbia and Bellingham, Washington and the Southcentral Alaska highway system at Haines, Alaska.

B. The Alaska Marine Highway system provides Southeast Alaska and visitors with links to major medical, trading and transportation centers. Residents and visitors depend on the Alaska Marine Highway System for appointments with doctors, dentists, lawyers, accountants and other professional businesses. Interaction between Prince of Wales Island and Ketchikan Gateway Borough is essential.

C. The purpose of the Bill is to establish an authority for the operation, management, planning, construction and maintenance of facilities for the marine highway system. The authority shall be the exclusive state agency directly associated with the operation, management, planning, construction and maintenance of facilities for the marine highway system.

D. Today, Alaska has an expanded system that has evolved to meet the ever increasing demand of the people and communities of Alaska for more efficient service and enhancement of economic development through tourism, mail and freight deliveries.

E. An Alaska Marine Highway Authority would assist the residents, businesses, and communities of the state in obtaining optimal marine passenger and freight service; schedule vessel sailing to optimize the frequency of service to all ports; encourage and integrate with other public and private carriers to the greatest extent possible to provide ferry service within the state and between Alaska ports and ports outside the state in order to provide optimum service within the state; provide reservation access and marketing information throughout the state; encourage vessel construction, maintenance, and service in the state to the greatest extent possible; employ residents of the state to the greatest extent legally possible; and recognize Alaska unions and employee associations to the greatest extent possible.

F. The Ketchikan Gateway Borough has passed prior resolutions requesting continued service, more service, and planning of the Alaska Marine Highway System to enhance the quality of life for the residents of the Ketchikan Gateway Borough.

G. The Ketchikan Gateway Borough is home to a shipyard, built by the state, which can maintain, refurbish and drydock the Alaska Marine Highway ferries. With the mill closure approaching, economic diversity must be found for the economic health and stability of the Ketchikan Gateway Borough and its citizens.

NOW, THEREFORE, IN CONSIDERATION OF THE ABOVE FACTS, IT IS RESOLVED BY THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH, ALASKA, as follows:

Andrea Barkley
P.O. Box 1037
Ward Cove, Alaska 99928

To: All State of Alaska Representatives and Senators

Please enter this letter into the legal record on the subject of
The A.M.H.S. Bar Closures:

Until September of 1996, I had been a bartender on AMHS vessels for over 18 years. Over those many years, I have witnessed a huge variety of events. Mostly, I have seen foreigners from one end of the planet meet locals from the opposite end of the planet. Without fail, the one (and sometimes only) thing all these people had in common was Alaska.

The bars on the ferries were, in reality, traveling public relations centers for our state. Thousands upon thousands of recommendations, observations, and experiences were exchanged. Restaurants, camp sites, hotels, events, points of interest were endorsed or rejected. Guidance was given on everything from A): 'Which road to take', to Z): 'How to best enjoy the Alaskan experience'. The one thing everyone could, and did talk about was our state; the beauty of it, the unusual people who populated it, how it remains one of the most unique, pristine environments left in our country if not on our earth.

Bars on the ferries were a place for exchange; the exchange of ideas, the exchange of money. Over the years, I was only one of many bartenders who participated in the revenue intake of untold hundreds of thousands, if not millions, of dollars for our state. AMHS vessels were paid for in full years ago by public bonds. This reality, along with several other unique factors, allowed the State to possess and profit from a previously unheard-of remarkable business opportunity. The State sold this product in a low overhead-cost environment, enjoyed the singular privilege of purchasing the cheapest liquor in the state through duty-free Canadian Sea-stores, and had the extraordinary opportunity of benefitting from a monopoly of sales of this service to a captive audience; literally hundreds of thousands of people who could not go "across the street" for their next drink.

Read into testimony at the KTN Telecon-
ference Feb 18, 1997

TO: THE ALASKAN STATE SENATE, TRANSPORTATION COMMITTEE

FEBURARY 18, 1997

FROM: ANDREA BARKLEY
BOX 1037
WARD COVE, AK. 99928

I WAS A BARTENDER ON THE ALASKA MARINE HIGHWAY SYSTEM FOR 18 YEARS, UNTIL I WAS PUT OUT OF MY JOB WHEN THE BARS WERE CLOSED IN SEPTEMBER OF 1996.

WHEN I SPEAK ABOUT THE BAR CLOSURE ON THE FERRY SYSTEM, I MUST ADDRESS IT AS "THE BIG LIE". I'M SORRY TO HAVE TO PUT IT TO YOU IN SUCH A DIRECT WAY, BUT AT THIS POINT, I FEEL IT TRULY IS IMPORTANT TO TELL THE TRUTH ABOUT WHAT REALLY HAPPENED.

"THE BIG LIE" WAS THAT THE BAR CLOSURE WAS ABOUT LOSS OF REVENUE. THIS WAS NEVER TRUE; THE BAR CLOSURE WAS NEVER ABOUT REVENUE LOSSES AT ALL. THE REASON WE KNOW THIS IS BECAUSE OF 3 FACTS:

1) THE LE CONTE BAR WAS CLOSED RIGHT IN THE HEIGHT OF THE SUMMER SEASON; JUNE 1ST. THE "EMPLOYEE POSITION SAVINGS" THE STATE SAID THEY MUST HAVE WAS NEVER GAINED, BECAUSE THAT EMPLOYEE WAS SIMPLY MOVED OVER TO ANOTHER JOB ON THE SAME SHIP, SAME CREW. NO "EMPLOYEE COSTS" WERE SAVED; ONLY REVENUE LOST.

2) DIRECTOR GARY HAYDEN TOLD THE IBU THAT IF SOLUTIONS COULD BE FOUND TO OFFER THE SAME COST-SAVINGS THE STATE WAS SEEKING, THE DECISION TO CLOSE THE BARS WOULD BE RE-CONSIDERED. THE IBU THEN ENTERED INTO EXTENSIVE LABOR/MANAGEMENT MEETINGS WHICH OFFERED MANY SUGGESTIONS ON HOW TO INCREASE REVENUE IN THE BARS. ALL WERE BASICALLY NO-COST ITEMS, AND ALL SUGGESTIONS WERE IGNORED. ON THE MATANUSKA, THE CREWS WENT AHEAD AND IMPLEMENTED THESE SUGGESTIONS, WITHOUT MANAGEMENT DIRECTION. CONSEQUENTLY, THE MATANUSKA IMMEDIATELY BEGAN BRINGING MORE REVENUE INTO THE BARS. JUNEAU CENTRAL OFFICE, HOWEVER, WAS NOT INTERESTED IN OUR EFFORTS OR IMPROVEMENTS. THEY SIMPLY DID NOT WANT TO HEAR IT.

3) THE STATE ANNOUNCED THAT THE BAR ON THE COLUMBIA DID MAKE MONEY, AND THEREFORE WOULD NOT BE CLOSING. THEN, AS SOON AS THE BARS ON THE OTHER VESSELS WERE CLOSED, THE BAR HOURS ON THE COLUMBIA WERE CUT FROM 12 HOURS OF OPERATION A DAY TO 6 HOURS OF OPERATION. NOW, WHAT BUSINESS MAN IN HIS RIGHT MIND WHO'S REALLY WORRIED ABOUT LOSING MONEY CLOSES DOWN HIS ONLY PROFITABLE BUSINESS VENTURE FOR HALF OF ITS' OPERATING HOURS?

TODAY, THERE IS NO ONE HERE THAT CAN TELL ALL OF YOU WHAT THE TRUE "HIDDEN AGENDA" REALLY WAS BEHIND THE BAR CLOSURES ON THE FERRY SYSTEM. YOU WILL HAVE TO ASK THAT QUESTION DIRECTLY IN THE GOVERNOR'S OFFICE IF YOU REALLY WISH TO KNOW.

BUT, BECAUSE OF THESE THREE FACTS, WE NOW KNOW THAT "LOSS OF REVENUE" WAS NEVER THE TRUE REASON BEHIND THE CLOSURE OF THE BARS. IT WAS "THE BIG LIE". IT WAS THE "RED HERRING" WE WERE MENT TO CHASE INTO THE BLIND ALLEY.

PLEASE DON'T MAKE THE SAME MISTAKE ON THIS SUBJECT THAT THE IBU MADE; PLEASE DON'T WASTE YOUR OWN PRECIOUS TIME CHASING THE RED-HERRING.

THE CITIZENS AND VOTERS AND ALASKAN VISITORS WANT THE COCKTAIL SERVICES ON THE ALASKA MARINE HIGHWAY VESSELS OPENED AGAIN. HUNDREDS OF PASSENGERS HAVE SENT IN COMMENT CARDS DIRECTING THAT TO HAPPEN. NINE PEOPLE WROTE IN TO SAY THEY WERE GLAD THE BARS WERE CLOSED. 668 PEOPLE, (AND MORE COMING IN ALL THE TIME), WANT THE BARS OPENED. NINE DO NOT. THE ADMINISTRATION OF AMHS IS FLATLY REFUSING A MANDATE OF THE PEOPLE. THIS IS WRONG; AMERICAN GOVERNMENT WAS DESIGNED TO SERVE THE WILL OF THE PEOPLE. THE LAST TIME I LOOKED, THE BILL OF RIGHTS WAS STILL IN EFFECT.

IT IS MY PERSONAL STRONGLY HELD BELIEF THAT IF SENATE BILL #21 DOES NOT PASS THIS LEGISLATIVE SESSION, THE ALASKA MARINE HIGHWAY SYSTEM WILL NOT SURVIVE; OUR SOUTHEASTERN AND SOUTHWESTERN WATER ROADWAY WILL DRY-UP, EVAPORATE, AND VANISH.

I URGE YOU, AS REPRESENTATIVES OF THE PEOPLE OF ALASKA, TO PLEASE SUPPORT AND PASS SENATE BILL #21.

THANK YOU,

(4)

DRAFT**AMHS FOOD COST CONTAINMENT PLAN AMENDMENT****DRAFT****Responsible person:** Mike Young/Joe Ver**Start date:** Mid October 1996 or November 1, 1996, after the plan is presented at a Chief Stewards meeting tentatively scheduled for either the first or second week of October 1997.**Completion date:** June 30, 1997**Estimated reduction:** \$100,000.00**Plan:**

This amendment is in addition to the plan submitted by Mike Young during the week of August 15, 1996.

Soda pop and candy which are both sold in vending machines on AMHS vessels are currently purchased from Alaskan vendors but not on a contract basis. In FY 96 AMHS purchased approximately \$62,000.00 in both soda pop (\$40,000) and candy (\$22,000). By placing both of these commodities out for bid, AMHS may be able to reduce the purchasing costs for both commodities from two to ten percent. This would be based on more than two vendors showing interest in bidding for these commodities. *2. rather when going into effect*

A proposed draft four (4) week menu plan for lunch and dinner was submitted to the current members of the labor-management food committee (see attached). This 4 week menu cycle is based on entrees currently served on AMHS vessels and low-fat/vegetarian recipes from the *Healthwise Quantity Cookbook*. The low-fat/vegetarian recipes are included in this menu cycle based on comments from both the crew and passengers requesting more healthy entrees.

The 4 week menu cycle needs to be incorporated with the lunch service plan initially developed by the labor-management food committee and needs to also include more galley crew input from the other vessels. The proposed 4 week menu cycle is flexible so that the number of entrees, vegetables, starches can be added or subtracted especially for the dinner menu.

What a (4 week) menu cycle accomplishes is a planned lunch and dinner menu for all AMHS vessels. The Chief Cook and Storekeeper will be able to keep usage figure records on different entree items. Both the Chief Cook and Storekeeper will be able to reduce storeroom inventory because they will only keep the raw food ingredients in storage that are needed for a particular week's menu.

Both the passengers and the crew will be served the same menu items. Recipes will become standardized and based on quantities for 25, 50, 75, 100 etc. Usage records (soup, entrees, starches, vegetables, fast food fare etc. will assist the Chief Cook as to how much to prepare during the next menu cycle. These also will be based on the time of the year, the number of passengers traveling, youth groups traveling etc. The menu cycle is set up so that leftovers from

submitting only one page out of a total of five. ©

SENATE TRANSPORTATION COMMITTEE

March 6, 1997

1:33 p.m.

MEMBERS PRESENT

Senator Jerry Ward, Chairman
Senator Gary Wilken, Vice Chairman
Senator Lyda Green
Senator Rick Halford
Senator Georgianna Lincoln

MEMBERS ABSENT

All members present.

OTHER MEMBERS PRESENT

Senator Robin Taylor

COMMITTEE CALENDAR

SENATE BILL NO. 21

"An Act relating to ferries and ferry terminals, establishing the Alaska Marine Highway Authority, and relating to maintenance of state marine vessels; and providing for an effective date."

- MOVED CSSB 21(TRA) OUT OF COMMITTEE

Confirmation Hearings for the Alaska Board of Marine Pilots:
Bernie Smith, David Stewart, Barbara Huff Tuckness

PREVIOUS SENATE ACTION

SB 21 - See Senate Transportation Committee minutes dated 2/18/97.

WITNESS REGISTER

Joe Perkins, Commissioner
Department of Transportation & Public Facilities
3132 Channel Drive
Juneau, Alaska 99801-7898

POSITION STATEMENT: Stated that SB 21 moves in the wrong direction.

Mike McMullen, Personnel Manager
Division of Personnel
Department of Administration
PO Box 110201

Juneau, Alaska 99811-0201
POSITION STATEMENT: Discussed collective bargaining.

Doug Ward, Project Manager
Alaska Ship & Dry Dock
Ketchikan, Alaska
POSITION STATEMENT: Discussed Amendment 1.

Joe Ambrose, Staff
Senator Taylor
State Capitol
Juneau, Alaska 99801-1182
POSITION STATEMENT: Answered questions.

Barbara Huff Tuckness
1912 Parkview
Anchorage, Alaska 99501
POSITION STATEMENT: Appointee for the Board of Marine Pilots.

David Stewart
500 L Street, Suite 401
Anchorage, Alaska 99501
POSITION STATEMENT: Appointee for the Board of Marine Pilots.

Bernie Smith
Tesoro Alaska Petroleum Company
PO Box 196272
Anchorage, Alaska 99519
POSITION STATEMENT: Appointee for the Board of Marine Pilots.

ACTION NARRATIVE

TAPE 97-6, SIDE A

#SB21

SB 21 ALASKA MARINE HIGHWAY AUTHORITY

Number 001

CHAIRMAN WARD called the Senate Transportation Committee meeting to order at 1:33 p.m. and introduced SB 21 as the first order of business before the committee.

COMMISSIONER JOE PERKINS, Department of Transportation & Public Facilities, read the following statements into the record:

I. THE AUTHORITY CREATES MORE PROBLEMS THAN IT SOLVES.

A. SB 21 DIMINISHES PUBLIC ACCOUNTABILITY.

Under the present system, the Marine Highway System management is accountable to the public. Concerns and requests are responded to,

quickly and completely. They have to be. Elected officials are responsible for the management of the marine highway, and elected officials have to be responsive to the public they serve. The establishment of an authority will diminish the public accountability of marine highway management by inserting an appointed board between management and the people. Marine highway management will no longer work directly for the elected governor or for any other elected representative. Management decisions will be made by the board, and not the governor nor the legislature. Once appointed, board members will not be accountable to the public. A board member may be removed only for cause. The accountability of marine highway management to the communities they serve will be substantially reduced. We believe this not desirable.

B. SB 21 LESSENS PUBLIC INFLUENCE ON DECISION MAKING.

Alaskans now know who is in charge of the Marine Highway System. When things are running well, they know who to compliment. When things aren't going so well, they know who to blame. This bill will change all of that. When accountability of elected officials changes, public access to the decision making process also changes. Although a person or community may still ask the executive director or board of directors of the system for a schedule change or special run, there may be little or no pressure to respond. The manager is insulated from the effect of public pressure. We believe Alaskans appreciate direct access to the public system that most affect their lives, and this bill will have a substantial negative impact on that access.

II. THE ALASKA MARINE HIGHWAY SYSTEM IS NOT BROKEN.

A. (UNRELENTING) NEGATIVE CRITICISM IS DESTRUCTIVE.

There is a lot that is right about the Marine Highway System. The ships have a fine safety record, generally run on time, and provide simple, economical, comfortable and reliable transportation service to the traveling public. The state's economy receives approximately \$170 million in benefits per year from operation of the system. Of course some mistakes are made. They are inevitable in an operation that is as vulnerable to as many variables as is the Marine Highway System. It is a system that has a large and varied constituency, and everybody has an opinion as to what should be done and how it should be operated. But overall, the system is doing what it was designed to do - transporting people in Southeast and Southwest in the context of an intermodal transportation network.

Number 115

Past Legislatures have determined that the Marine Highway System is an essential part of the state transportation system that warrants

continued and predictable state support. Many communities' economies are dependent on its steadiness and stability, and the state's tourism industry is greatly enhanced by the system. Those advantages are evident when the whole story of the system is told. But when only the mistakes and difficulties are discussed, when only the negatives are emphasized, when legislative funding levels are reduced each year and when the future of the system is under siege, those advantages are not recognized. The perception of an insecure future becomes a reality for employees whose lives are intricately woven into the system's future. The perception of a shrinking system is a source of considerable anxiety for communities and Alaska's whole economies and way of life have become partially dependent on the regular arrival of the ships. The perceived unwillingness of the Legislature to commit sufficient state resources to insure an adequate future for the system, cannot help but undercut morale, performance, and hope of the employees and those we serve. This has happened and it is sad.

B. SB 21 IS A BAD IDEA.

The bill sets up a layer of administration over which neither the Governor nor the Legislature will have control. We believe that is bad public policy. But even worse, it doesn't fix anything. There is nothing in the bill that encourages stability or financial support by the Legislature. There is nothing in the bill that addresses the increasing capital needs of an aging fleet.

If there are major problems at Marine Highways, they can be handled. One of the biggest problems that you can help relieve is the time and energy that now is being spent controlling the damage caused by anxiety over the future. That is a problem that you can materially affect, by telling the whole story of this very successful state adventure, by demonstrating your support for its future and helping us fix the problems. The system is 35 years old, the ships are aging, the system is running the same type of service today it did 35 years ago - in 1976 Sitka was provided with 268 trips and in 1996 the number was 311. Today we are responding to the challenges of shrinking funding and increasing regulatory demands. The employees who you heard from in the last hearing are experiencing the impacts of these dynamics. People are being affected and jobs are being impacted. However, I believe a firm foundation is being laid for future statewide transportation services to include the essential Marine Highway System. Costs are being contained, vessels are being upgraded, the services are being used. In fact, we are now examining, with the Southeast Alaska Mayors, the Marine Highway employees and the Legislature the potential to dramatically change the way the system is operated and to offer improved and expanded service. We need your support.

II. AN AUTHORITY WILL BE FURTHER ISOLATED FROM CAPITAL FUNDS.

The Marine Highway System is presently managed by DOT/PF as an integral part of Alaska's intermodal transportation system. The majority of the routes have been designated by Congress as part of the National Highway System. As an operating arm of the department, the system receives federal highway aid funds from the department. By separating the system from DOT/PF, as an authority, operating independently from the rest of the department, the debate for funding the Marine Highway System capital improvements could conceivably shift more toward the Legislature for resolution. We will force the Marine Highway System to compete more aggressively with, individual communities throughout the state, other DOT/PF regions, and other agencies for its share of federal highway funds, rather than sharing them as one component of Alaska's intermodal transportation system.

Number 180

While the Commissioner of DOT/PF would serve on the board of directors of this new authority, it is unrealistic to think that an organizational component which is separate from the rest of the agency -- and for which the commissioner no longer has primary responsibility -- will receive the same level of consideration for federal highway funds as it receives as a line agency within the department.

III. THE AUTHORITY PROVIDES NO MECHANISM OR VEHICLES TO REDUCE SUBSIDIES.

Although not expressly stated in the proposed legislation, an implicit purpose for an authority is apparently to insulate the Marine Highway System from inexperienced managers appointed through the political patronage process. It should be noted, we have 16 employees with over 290 years of maritime experience who are working in the administration and management of the system; dedicated, experienced employees. As already noted, such insulation also isolates the system from direct accountability from the public. This might be acceptable if the authority was established to run the system as a business, designed to be self-supporting through revenues. However, this is not the case.

The Marine Highway System presently derives about 60 % of its operating funds from revenues, with the remaining 40 % of its operating budget appropriated from the general fund by the Legislature. Nothing in this proposed legislation is directed toward changing that funding relationship. The proposed authority is not designed to be self-sufficient. It will continue to require annual legislative appropriations for operations and capital improvements. What then is the justification for establishing it as a state corporation? An authority will require additional subsidy to fund its increased overhead costs.

IV. ADMINISTRATIVE COSTS ARE LIKELY TO INCREASE.

The Marine Highway System is already and unfairly criticized for the large size of its central office staff. However, if the Marine Highway System is split from the rest of DOT/PF into an quasi-independent authority, it will lose the administrative support presently provided by the department and administrative costs for AMHS will certainly increase. Personnel and accounting services which are now provided in part by headquarters would fall entirely on the authority. So would engineering services now being provided by Southeast region. The system would be further removed from the Federal Highway Administration. The relations with DOT/PF and FHWA would be complicated since CFR Title 23 for the administration of federal highway funding programs is the responsibility of the state highway agency DOT/PF.

Separate accounting and data processing systems will almost certainly be necessary. The authority will not be exempt from the Executive Budget Act, State Procurement Code and other state mandated rules and regulations.

V. AN AUTHORITY WILL NOT SOLVE THE SYSTEM'S HIGH LABOR COSTS.

Labor agreements for Marine Highway System employees are currently negotiated and administered as a part of the state's overall labor relations program. Although vessel employees were 10 years ahead of their shoreside peers in collective bargaining, economic settlements in the last two decades have been reasonably uniform and consistent for all state employee groups.

As proposed, all employees of the authority would be placed into the exempt service but remain subject to the terms of existing labor agreements until their expirations. The authority is then authorized to negotiate new labor agreements, although it is somewhat unclear whether or not the terms of those agreements must be consistent with those of other executive branch employees. Since the authority's employees will be in the exempt service, they are prohibited by bargaining regulations from remaining in the same classified employee bargaining units from which they came. This means adding at least four more bargaining units and contracts for just authority staff (general government, supervisory, confidential, and labor, trades & crafts).

Some of these units would be composed of only a handful of employees, but each small group has the same rights to negotiate as larger employee groups. Each requires the authority's resources to negotiate new contracts, and each has the right to engage in a strike if those negotiations fail. The economic leverage which could be exerted by these small groups of employees would be considerable. Each has the potential to shut the system down in the event an impasse in contract negotiations result in a strike.

VI. SUMMARY

Alaska's long-term historical experience with creating and operating authorities and public corporations has not been entirely positive. Consider the Alaska Power Authority, of which I was a member. At the time of its creation, the APA was billed as the answer to Alaska's need for cheap and abundant energy. Visions were for hydroelectric and other power projects throughout the state, with modern, power grids serving the majority of Alaska. After numerous legislative changes to the authority over several years, it was finally closed down by the Legislature as an operational agency. The Alaska Railroad Corporation is another good example. It was formed by the Legislature just over a decade ago. Today, the Legislature is considering restricting the operations or potentially selling that corporation. Could these examples be applicable to a Marine Highway Authority? The answer is yes as this Legislature cannot bind future legislative actions.

The proposed authority would be a move in the wrong direction as far as transportation in Alaska is concerned. Six years ago, Congress initiated major changes in the National Transportation Industry with the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). "Intermodal" is the "I" in ISTEA. The simple genius of ISTEA is its premise that transportation choices cannot be efficiently or economically made in isolation from one another. This concept is called intermodalism.

A decision to invest more public money in roads, or in airports, or in ferry vessels, requires a balancing of public policy issues that cannot be completely balanced if one transportation mode is somehow treated differently. Nationally, the trend is to bring modes together to provide more efficient transportation systems. As I travel to other states and discuss issues with my peers, it is clear that intermodalism is not a passing fad. It is here to stay because it just makes sense. ISTEA will be reauthorized this year by Congress as ISTEA II.

We all recognized that the Marine Highway System cannot continue to operate as if it were still in the 1960's. Times have changed, and the needs of Alaska's communities and the traveling public have changed, the transportation network along Alaska's coastline has changed. The changes needed in the Marine Highway System may be dramatic. However, SB 21 takes us in the wrong direction. With the help of the Legislature, we need to work to insure that the Marine Highway System truly functions as an integral element in a well designed statewide transportation system. This Administration will change and improve the system but these changes must be well thought out and have the support of the people of Alaska. This

takes time and the worst action we can take now is to make changes such as this bill does without thoughtful and deliberate considerations of its short and long term consequences.

Number 308

In response to Senator Taylor, COMMISSIONER PERKINS agreed that the Legislature did not increase the department's budget last year. Commissioner Perkins clarified that AIDEA owes the department money, and a small amount may have been paid. That amount would be placed in the fund not into operations.

SENATOR TAYLOR believed that last year's budget increased by \$1.3 million. The Administration made some changes regarding the cost the department was required to share with Risk Management and the amount of the increase in salaries out of the contracts.

COMMISSIONER PERKINS said that he based that statement on what the department requested and what funding was actually received which was about \$75,000 less. In response to Senator Taylor, Commissioner Perkins offered to provide last year's budget information to the committee. In further response to Senator Taylor, Commissioner Perkins assumed that a new group would be required in order to handle labor negotiations.

SENATOR TAYLOR asked if this would be a different organization than now. Currently, Mr. Ayers sends memos to Mr. Boyer making decisions regarding the politics that may impact the third floor. Senator Taylor emphasized that process would be desirable to change. COMMISSIONER PERKINS said that he did not know that happens. SENATOR TAYLOR stated that he had documentation of such which was in the Daily News.

In response to Senator Taylor, COMMISSIONER PERKINS said that the closure of the bars was a cost issue. He did not believe that it was an issue upon which to hold public hearings. Commissioner Perkins stressed that the bars cost more than the revenue generated from the bars. The people in Fairbanks and Anchorage were subsidizing every alcoholic beverage served on every ferry, except the Columbia. The money lost can be applied to better service. Commissioner Perkins acknowledged that some say revenue was lost with the closure of the bars, but in order to make a profit or break even the cost must be contained. When costs exceed revenue, then no matter the amount of revenue bankruptcy follows.

SENATOR TAYLOR said that would apply to the entire system from Gary Hayden's position to anyone else's position that does not generate revenue. Senator Taylor pointed out that the task force only received numbers without the 40 percent subsidy within them which is the only way in which to illustrate a loss. When the 40 percent subsidy is included on every employee, every bar generated a profit over cost.