

*TGS → Tulsequal*  
WALTER J. HICKEL, GOVERNOR**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

OFFICE OF THE COMMISSIONER

3132 CHANNEL DRIVE  
JUNEAU, AK 99801-7898  
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January 12, 1994

Honorable Jackie Pement  
Minister of Transportation and Highways  
Parliament Building, Room 028  
Victoria, British Columbia  
V8V 1X4  
CANADA

Dear Minister Pement:

Congratulations on your appointment as Minister of Transportation and Highways by Premier Harcourt.

As I'm sure you are aware, we Alaskans in many respects have a closer kinship with British Columbia and the Yukon than we do with our southern sister states.

The common border between British Columbia and Alaska is approximately 750 miles long which makes it substantially longer than any other Provincial-State boundary. (Alaska/Yukon Territory is slightly longer).

The importance of trade and commerce corridors between British Columbia and Alaska has been recognized for over 150 years. The need for mutual access across this common boundary was first officially recognized in the treaty of 1825 between Great Britain and Russia.

Since that time only four land transportation facilities have inter-connected our lands:

- 1) Haines Highway (Haines - Haines Junction)
- 2) Klondike Highway (Skagway - Whitehorse)
- 3) White Pass and Yukon R/R (Skagway - Whitehorse)
- 4) Hyder - Stewart Road (Hyder - Stewart)

The first three of these routes primarily serve the Yukon Territory although all three do penetrate portions of British Columbia and could afford ready access to ocean ports to serve B.C. commerce and trade needs and desires.

Minister Pement

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January 12, 1994

All three are located close together in the extreme northern area of B.C. and Alaska's panhandle. The latter connection between Hyder and Stewart is of little consequence since both are ports at the North end of the Portland Canal and essentially adjoin.

Alaska's ferry system connects Prince Rupert with Southeast Alaska and forms yet another, although very limited, surface connection.

A quick look at a map will disclose that except for the extreme Northern portion of the common boundary no meaningful trade and commerce corridors exist.

Over the years, use has been made of river routes, primarily the Stikine, Taku and Unuk but in recent years these traditional routes, with the exception of the Stikine, have seen somewhat diminished use.

The commerce and trade of Southeast Alaska depends to a large degree on the Alaska Marine Highway System and its six ocean type ferries. This system is of limited capacity and demand has now exceeded the limit of this system during several months of the year. It is apparent that additional surface transportation systems are needed to expand the capacity of the basic transportation system.

As our cities in Southeast grow the need for land connections to the existing North American Highway and Rail systems was never greater. Our only exit is through corridors into British Columbia. While there has been conversations about such connection in past years no real determined efforts have resulted.

Tourism is increasing at an unheard of rate of about 30% per year in Alaska and the transportation links are either saturated or fast becoming so. Whether we like it or not the Pacific coast areas of B.C. and Alaska are prized tourist destinations.

It is our desire to open meaningful and continuing dialog with B.C. to jointly investigate, plan and to hopefully realize additional surface transportation connections across our common boundary for our mutual benefit.

Alaska needs several surface connections including one to Juneau, our capital city and the only state, provincial or territorial capital on mainland North America not connected to the continental surface transportation system.

Minister Pement

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Southeast's second most populous municipality, Ketchikan is a major industrial center and tourism hub. A road link from the Iskut via the Craig and Bradfield rivers would serve Prince Rupert, Terrace, Smithers and other communities along the Northcoast and Northwestern B.C. by providing a transportation link that would serve B.C. and the Ketchikan/Wrangell areas of Alaska.

Basically three surface route systems are of prime interest to Alaska.

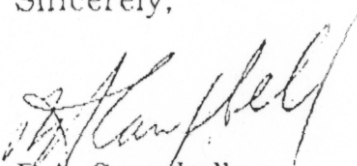
- 1) A connection serving Ketchikan and Wrangell via the Bradfield Canal.
- 2) A connection serving Juneau (our capital city) through the Taku River Valley.
- 3) A connection serving Wrangell and Petersburg through the Stikine Valley.

Alaska DOT&PF would like very much to meet with you and your staff either in Victoria or Juneau to explore common needs for coastal corridors through Alaska's panhandle.

Such a meeting should in our opinion be unrestricted as to discussion topic regarding surface transportation issues and be exploratory as to all modes of transportation.

We look forward to your early response.

Sincerely,



B.A. Campbell  
Commissioner

**MINISTRY OF ENERGY, MINES  
AND PETROLEUM RESOURCES**

Bag 5000,  
Smithers, B.C. VOJ 2NO

Fax: (604) 847-7603



DATE: Feb 4 TIME: \_\_\_\_\_

Please deliver the following message:

FAX TO # \_\_\_\_\_

Tom Schroeter  
% Bob Lane

FROM: Esther Burchett \_\_\_\_\_  
Doug Flynn \_\_\_\_\_  
Bryan Good \_\_\_\_\_  
Bruce Graff \_\_\_\_\_  
Ted Hall \_\_\_\_\_

Elaine Korschuh \_\_\_\_\_  
Mary Lou Malott \_\_\_\_\_  
Eugene Mehr \_\_\_\_\_  
Paul Wojdak \_\_\_\_\_

COMMENTS: Tom, This arrived in our office  
(by fax) with no cover sheet, but clearly  
from Commissioner B. A. Campbell's office.

Number of pages 4 including cover sheet.

If you have any problems receiving this transmission, please call (604) 847-7383.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

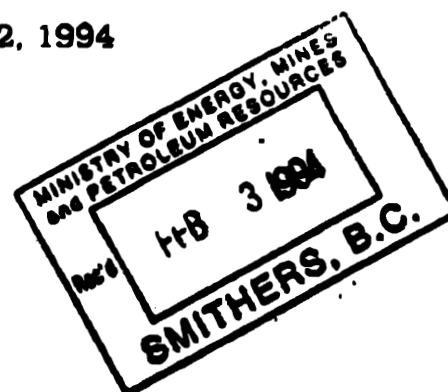
OFFICE OF THE COMMISSIONER

WALTER J. HICKEL, GOVERNOR

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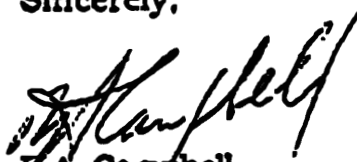
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