

Briefing For

JOHN GARAMENDI

**Deputy Secretary of Interior
and
Special Representative for
Guam Commonwealth Negotiations**

MARK MULVEY

Deputy Assistant Secretary of State



Governor Carl T.C. Gutierrez

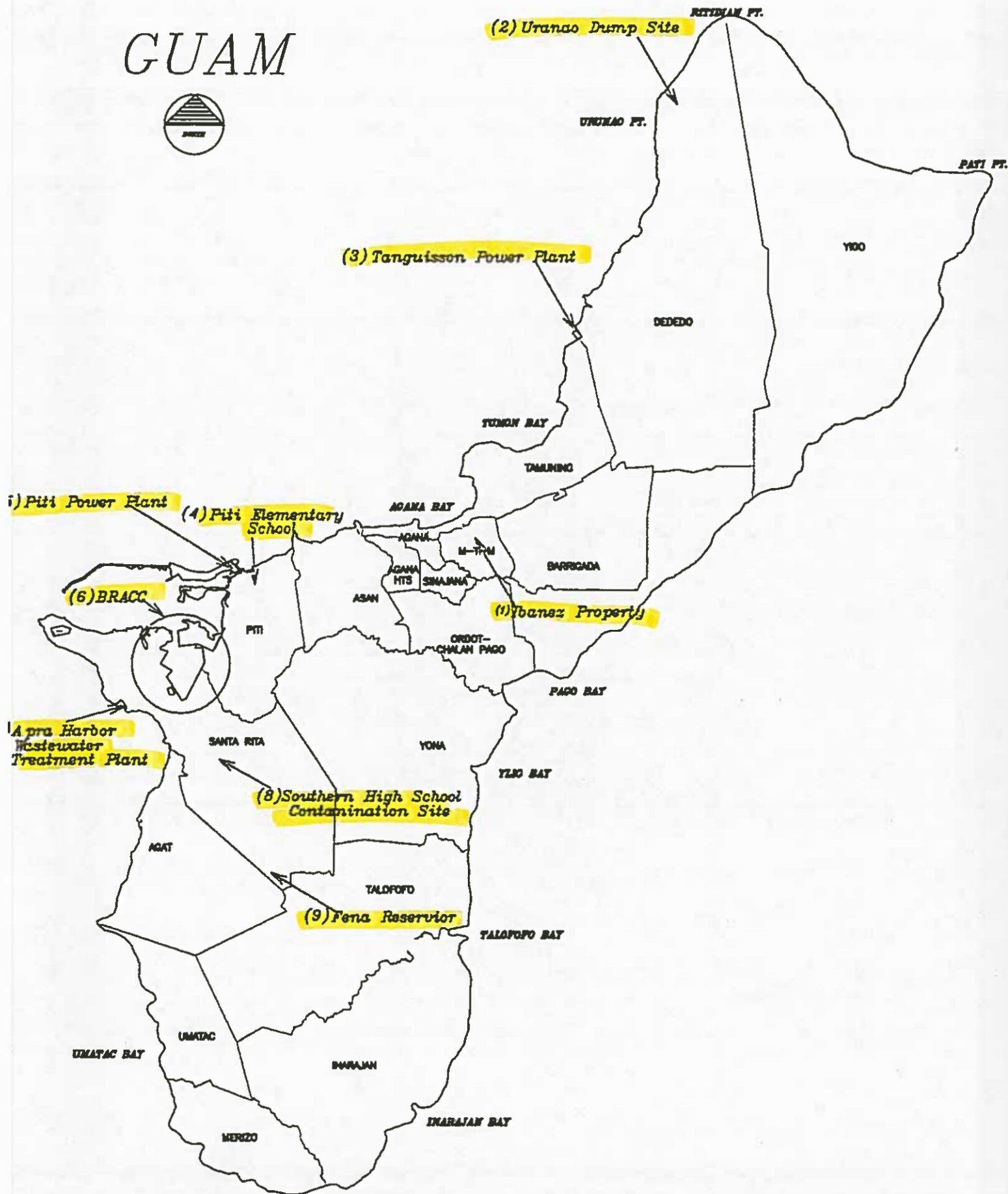
May 1996

Table of Contents

Bureau of Planning

	Page
Ibanez Property	1
Fena Reservoir Water System	2
Southern High School Construction Site Contamination	4
Piti Elementary School and Flooding within Piti	6
Apra Harbor Wastewater Treatment Plant	8
Urunao Dump Site	10
Navy Power Plants - Piti and Tanguisson	11
Base Realignment and Closure Commission (BRACC)	TAB

GUAM



Guam Island Tour

1. Ibanez Property

- Privately owned property that is a repository for World War II hazardous waste, debris and unexploded ordnance. The Department of Defense needs to immediately remove and dispose of all hazardous waste on the property.

2. Uranao Dump Site

- This dump site is located on 11 acres of private property owned by the Artero family. It was contaminated by the military after World War II. The Air Force contends more environmental damage will be created if it attempts to clean up the property. The Artero family wants their land cleaned-up or to be compensated for the loss of their property.

3. Tanguisson Power Plant

- This power generating facility is owned by the Navy and is to be returned to the Government of Guam. Its return cannot occur until the Navy's Piti Power Plant is ready for return.

4. Old Piti Elementary School and Flooding Within Piti

- The Old Piti Elementary School was constructed by the Navy and contains asbestos. Federal assistance is required to remove and dispose of the asbestos.
- The Piti Village has severe flooding caused by the Department of Defense's decision to back-fill the Masso River Valley following World War II. To further compound the problem it relocated residents displaced from its post war land acquisition efforts. Immediate federal financial assistance is required to mitigate the flooding or several homes will be consumed by the Masso River.

5. Piti Power Plant

- This power generating facility is owned by the Navy and is to be returned to the Government of Guam. It is in need of extensive repair. The funding of the repairs has been made low priority by the Department of Navy. A request for Fiscal Year 1996 or 1997 appropriation by Navy would ensure the timely return of the power plant.

6. BRACC

- The immediate turn over of Apra Harbor property and Navy assets is required to off set the economic losses caused by the closure of SRF and FISC.

7. Apra Harbor Wastewater Treatment Plant

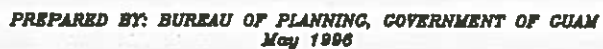
- While some capital improvement are required, the Navy's wastewater treatment plant is operating under capacity. The Government of Guam is about to embark upon the construction of a separate facility. It is more economical for the Navy's facility to be shared by the civilian community. Navy does not want GovGuam to use its facility. GovGuam requires the use of Navy's facility to ensure the Southern High School can open on time.

8. Southern High School Contamination Site

- After two environmental impact surveys were conducted, federal land was conveyed to the Government of Guam for the construction of the Southern High School. During one of the construction phases, contaminated defense waste was found. Rather than waiting for the Navy to clean up the contaminated parcel, efforts were immediately initiated by GovGuam and the Army Corps of Engineers. GovGuam desires reimbursement of those costs it incurred to clean-up Navy's environmental contamination.

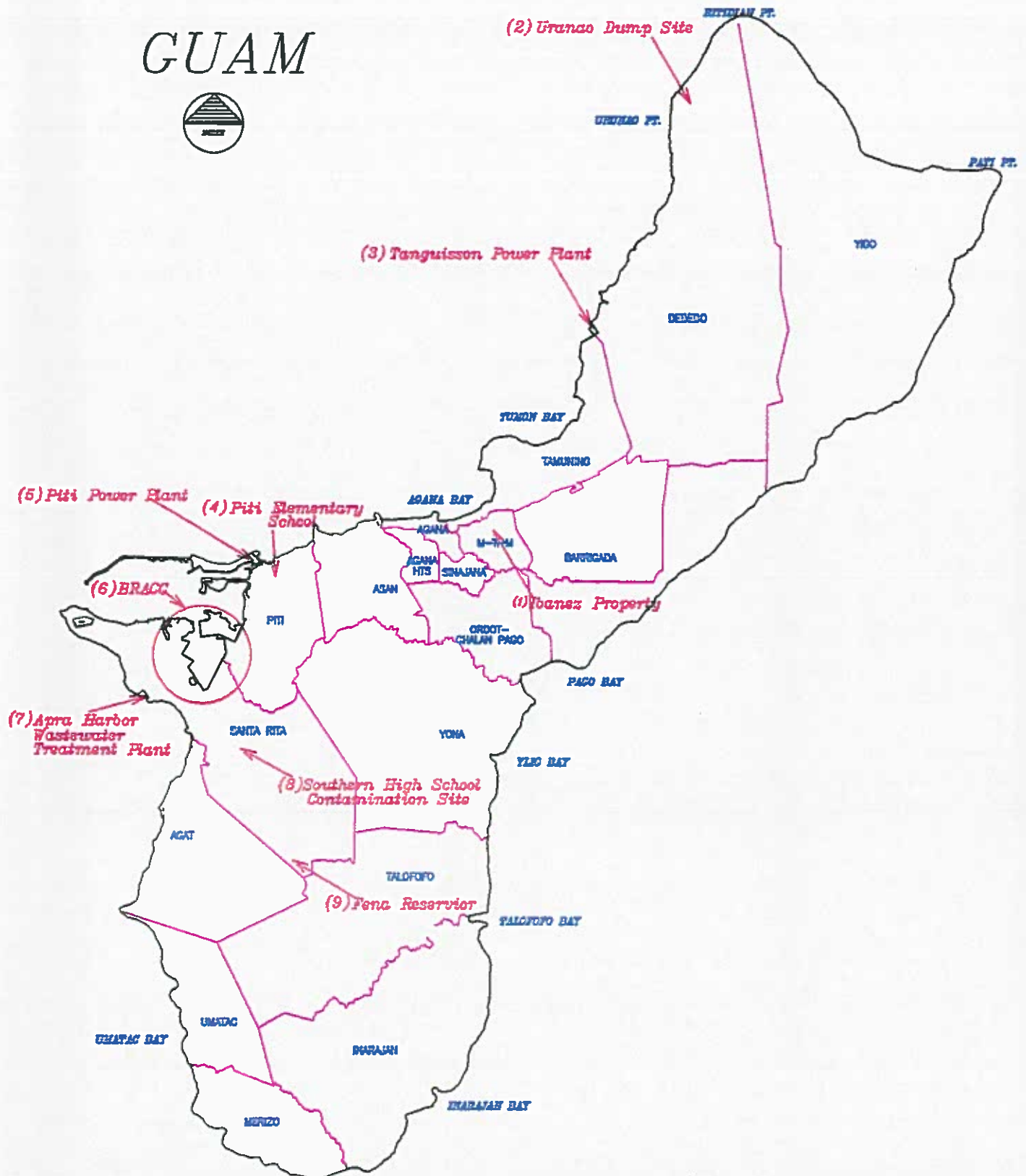
9. Fena Reservoir

- Fena Reservoir is one of Guam's major sources of potable water. The Navy has control of the reservoir. The Navy determines how much water the civilian community may have and charges for the water it uses. The Government of Guam believes that water is indigenous to Guam and that control of all water resources on the island are paramount in meeting those needs.



SITE LOCATIONS

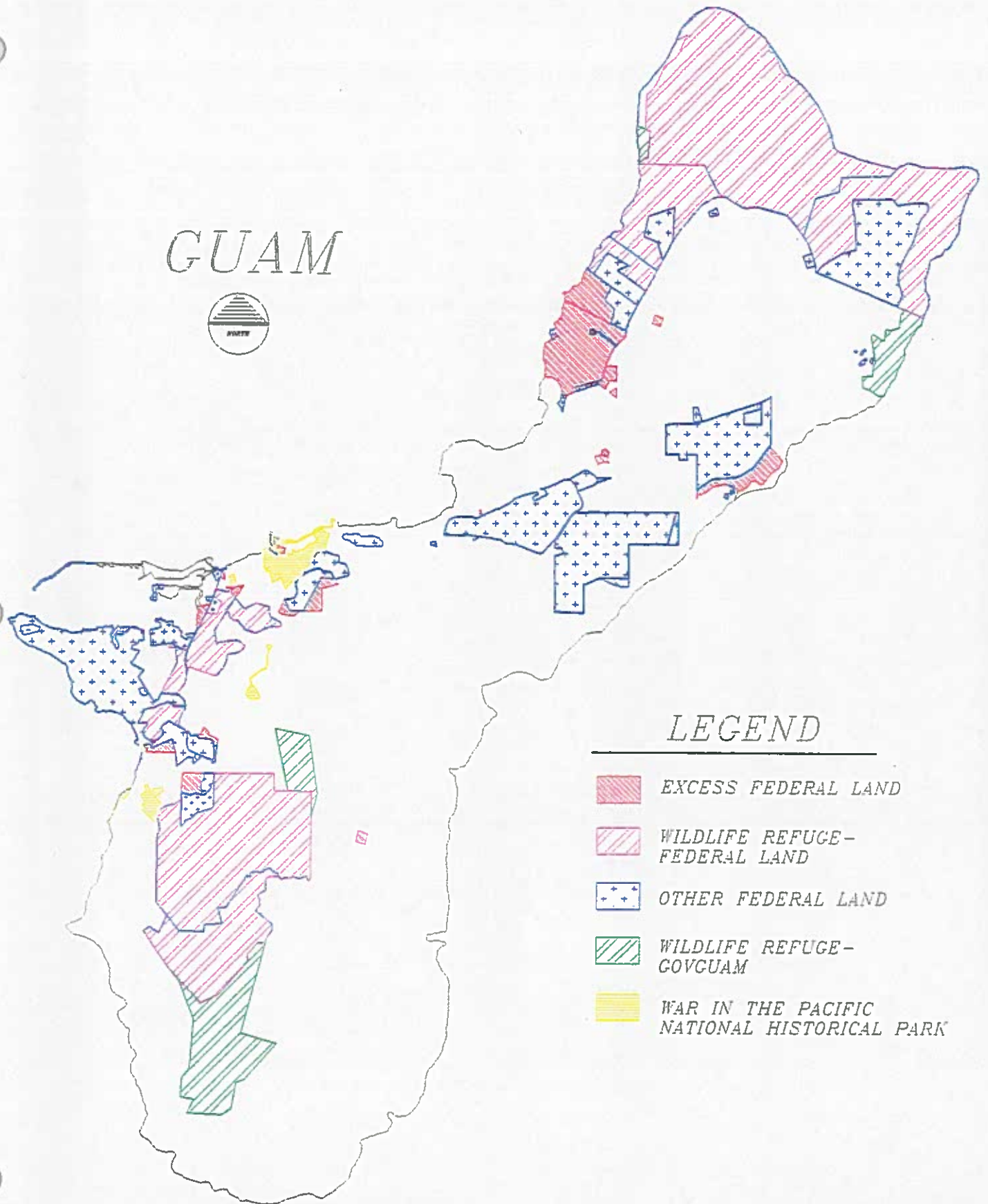
GUAM



PREPARED BY: BUREAU OF PLANNING, GOVERNMENT OF GUAM
May 1996

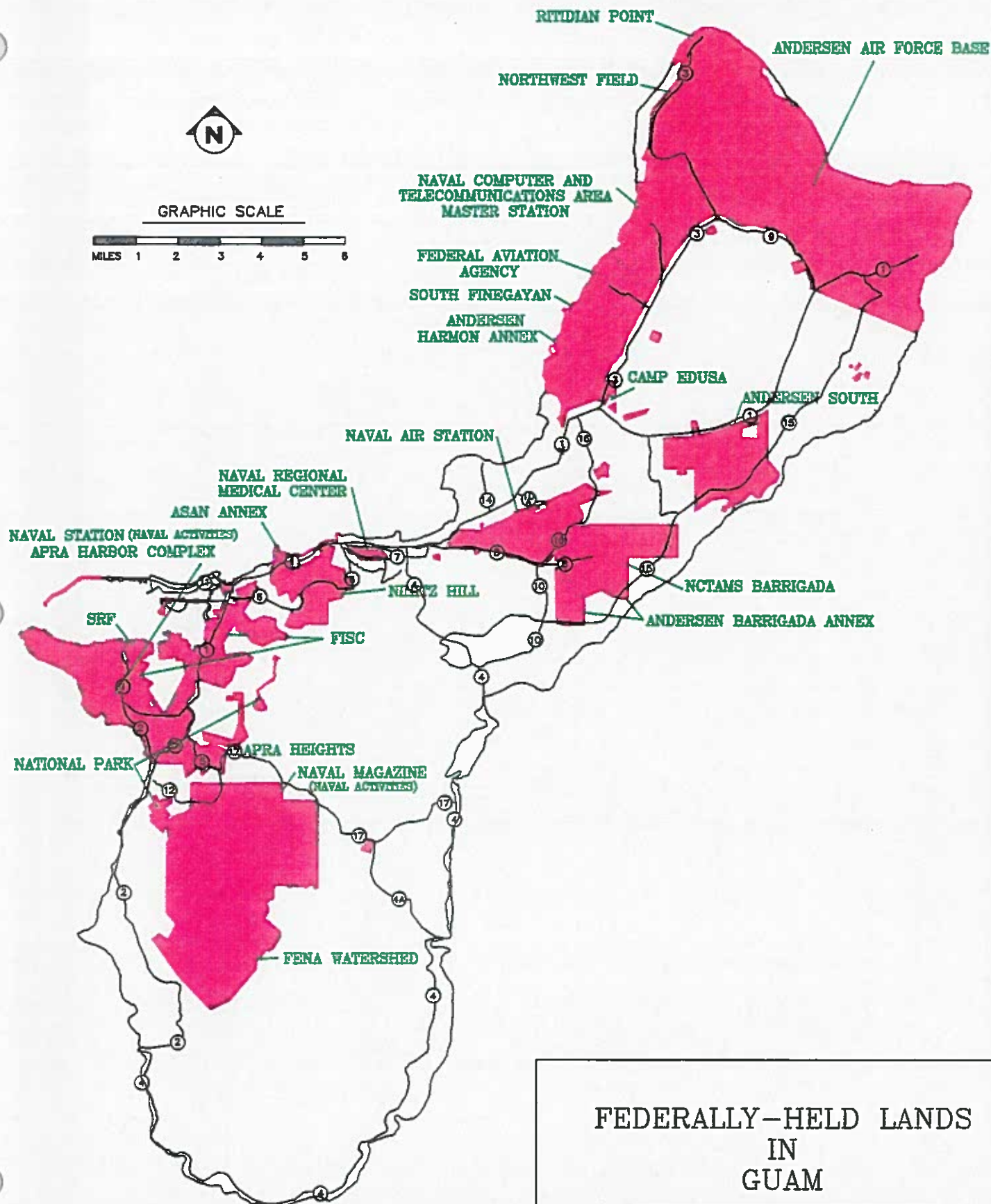
SITE LOCATIONS

GUAM



LEGEND

-  EXCESS FEDERAL LAND
-  WILDLIFE REFUGE-FEDERAL LAND
-  OTHER FEDERAL LAND
-  WILDLIFE REFUGE-GOVGUAM
-  WAR IN THE PACIFIC NATIONAL HISTORICAL PARK



FEDERALLY-HELD LANDS IN GUAM

Prepared By: Bureau of Planning, Government of Guam
APRIL 1995

Note: Not all the parcels within the War In The Pacific Park boundary have been acquired by the Federal Government.

Ibanez Property

Location

- The Ibanez Property, Lot No. 138-1, is located in the village of Toto just south of the former U.S. Naval Air Station.
- Once a major supply depot for the 1st and 5th U.S. Marine Corps after World War II, the site was commonly known as the "5th Marine Depot" during the late 1940s. The affected areas of the property cover more than two acres.

Overview

- The property was identified as a repository for WWII hazardous waste, debris and unexploded ordnances.
- Additionally, an undetermined amount of surplus material items were landfilled in low spots and depressions on the property.
- A 1984 Defense Environmental Restoration Program investigation revealed that along with metallic wastes, several thousand calcium hypochlorite ampules had also been buried on the property. These ampules are similar to those used by the military for potable water disinfection.
- In June 1994, the Army Corps Of Engineers (ACOE) hired the private firm, Will Chee Planning. Phase I of the project was initiated to remove the glass ampules after a prior attempt in May 1993 had been halted due to depleted contract funds.
- The Guam Environmental Protection Agency approved the work plans and assisted with monitoring efforts while the ACOE provided oversight of the entire project. Removal of the calcium hypochlorite ampules was not completed.

Issues

- Metallic debris, tires, and other hazardous solid wastes still remain on the property.
- Mr. Vicente Ibanez has attempted for more than 20 years to get the WWII debris removed from his property.
- Mr. Ibanez's property has been subdivided and distributed to his ten children and 20 grandchildren. As Mr. Ibanez and his family continue to develop their property, the danger of uncovering these hazardous wastes and other debris increases as does the potential for personal injuries.

Guam's Position

- The Department of Defense should complete the removal and disposal of all the hazardous wastes on the Ibanez property.

Fena Reservoir Water System

Location

- The primary source of water to the Fena Reservoir Water System is the Fena Watershed located within the Southern portion of Guam and within the boundaries of the NAVACTS Guam Ordnance Annex .

Overview

- The Fena Reservoir Water System was constructed in 1951. It holds roughly 2.0 billion gallons of useable storage or approximately 128 days of unreplenished water supply with no projected rainfall activity.
- The Navy and Air Force maintain separate water systems to accommodate each service's requirements for water. The Navy's Fena system provides water to all naval facilities, in addition to civilian communities in Southern Guam.
- Under the 1950 Organic Act and an agreement between the Department of Interior and the Navy, the post war Naval Government was required to turn over certain utility assets to the newly formed Government of Guam.
- From 1955 to 1963 the Navy became the major purveyor of water on Guam since no significant water resources were turned over to the Government of Guam under the Organic Act. By 1963, the island's growth and demand exceeded the Navy's ability to provide water to both the military and civilian community.
- Because demand exceeded production the Navy adopted a policy to limit the Government of Guam's demand on its water system. As a result of this, the Public Utility Agency of Guam (PUAG) in 1964 embarked on an extensive deep well drilling program to develop alternate supplies of water.
- The Fena Reservoir, today, is considered to be the Navy's major source of water supply at a production rate of 70%. Its remaining water sources are acquired from wells and springs at NAVHOSP Guam, NCTAMS WESTPAC Barrigada, NAS Agana, and NCTAMS WESTPAC Finegayan. Average production in 1995 is estimated at approximately 13.6 million gallons per day (MGD) (reservoir 9.5 MGD, wells 1.9 MGD, springs 2.2 MGD). Demand upon the Fena Reservoir is limited to 13.5 million gallons per day, this is at maximum production from the Fena Water Treatment Plant. Any further increases could negatively impact the reservoir's recovery capacity.
- Current Navy sales on the reservoir water system amount to approximately 13.73 MGD. The Public Utility Agency of Guam's (PUAG) purchases on the reservoir represents 8.84 MGD or 64.6% of the Navy's production. PUAG has become the Navy's major customer and has provided reduced rate structures through subsidies in the Navy's O&M costs.

- The Government of Guam believes that the control of all water and sewage facilities on Guam is paramount in meeting the immediate and future needs of the island. At present, both the military (Navy and Air Force) and the Government of Guam operate separate facilities in meeting the water and sewage needs of the island.

Issues

- Elimination of PUAG as a customer from the Navy water system will result in increased rates for a limited and decreasing number of Navy customers.
- Both Navy and GovGuam studies have found that expansion of the Fena Reservoir capacity and drought recovery is possible by raising the dam crest and developing the Lost River Project. In addition, production in the Navy water system can be expanded through the construction of deep water wells on DOD/Federal property.
- Although efficient transmission and distribution of water resources is possible through better coordination between PUAG and the Navy, single ownership and operation by one entity is considered to be the most logical alternative.
- With the downsizing in all military operations worldwide, Congress has recognized the required turnover of Navy power production and transmission assets. Thus, the relinquishment of Navy water and sewage facilities on Guam are inevitable in the coming future.
- A number of Guam's public water resources have been contaminated by past military activities such as the Tumon Maui Water Well. Contamination of water sources will cause significant difficulties and higher expenses in the development of future water resources for Guam.

Guam's Position

- Forced to develop its own water supply in 1964, the Government of Guam has over 100 wells and has become the largest producer and operator of any water system on Guam. At present, PUAG produces over 30 million gallons of water per day. However, in order to plan for and meet the future needs of our economy and our people, the Government of Guam believes that water is indigenous to Guam and that control of all water resources on the island are paramount in meeting those needs.

Guam's Draft Commonwealth Act, §1004 recognizes the sovereign control of the islands public resources for economic prosperity. Work should begin as soon as possible to obtain this goal.

Fena Reservoir



Southern High School Construction Site Contamination

Location

- The property is located in the village of Santa Rita and is 44 acres in size.
- Its current owner is the Department of Education, Government of Guam.

Overview

- The property was formally owned by the Navy and was initially leased by GovGuam for a southern high school.
- After the property was declared surplus by the federal government, GovGuam initiated efforts to have the parcel conveyed for the high school.
- In March 1990, an Environmental Impact Assessment (EIA) was conducted which indicated that the site was used by the U.S. Army during the post World War II era. No contamination on the parcel was identified.
- In November 1992, a second EIA was conducted which revealed that wetlands existed on the property.
- In 1993, the property was transferred by Quit Claim deed from U.S. GSA to GovGuam.
- In April 1994 high school construction activities commenced. During excavation activities in October 1994, stained soils and strong hydrocarbon odors were observed.
- Soils sampling and analysis revealed elevated levels of arsenic, chromium and dichlorobenzene as well as other chemicals on the property. Construction activities were then ceased.
- In addition to the contaminated soil, compressed gas cylinders, bed frames, engine blocks, tire rims, boiler parts, medicine bottles and food trays were unearthed.
- Assistance was requested from the Navy and Army Corps Of Engineers (ACOE) to address these issues. Following no response, GEPA initiated a site investigation to include a health risk assessment.

Issues

- Based on the health risk assessment conducted by the Guam Environmental Protection Agency (GEPA), it was determined that once the contaminated soils were removed there would be no potential health risks to workers or future students using the site.
- Compressed gas cylinders mixed with other scrap metals also needed to be removed due to their unknown contents.

- The Navy and Army Corps Of Engineers successfully removed the compressed gas cylinders, and the GEPA and Department of Public Works removed the contaminated soils from the immediate construction site.
- The soil is pending approved transfer to the U.S. Navy Public Works Center bioremediation site at Naval Station.
- As a result of the need to fill wetlands on the SHS site, a wetlands mitigation project was approved and constructed in Piti.

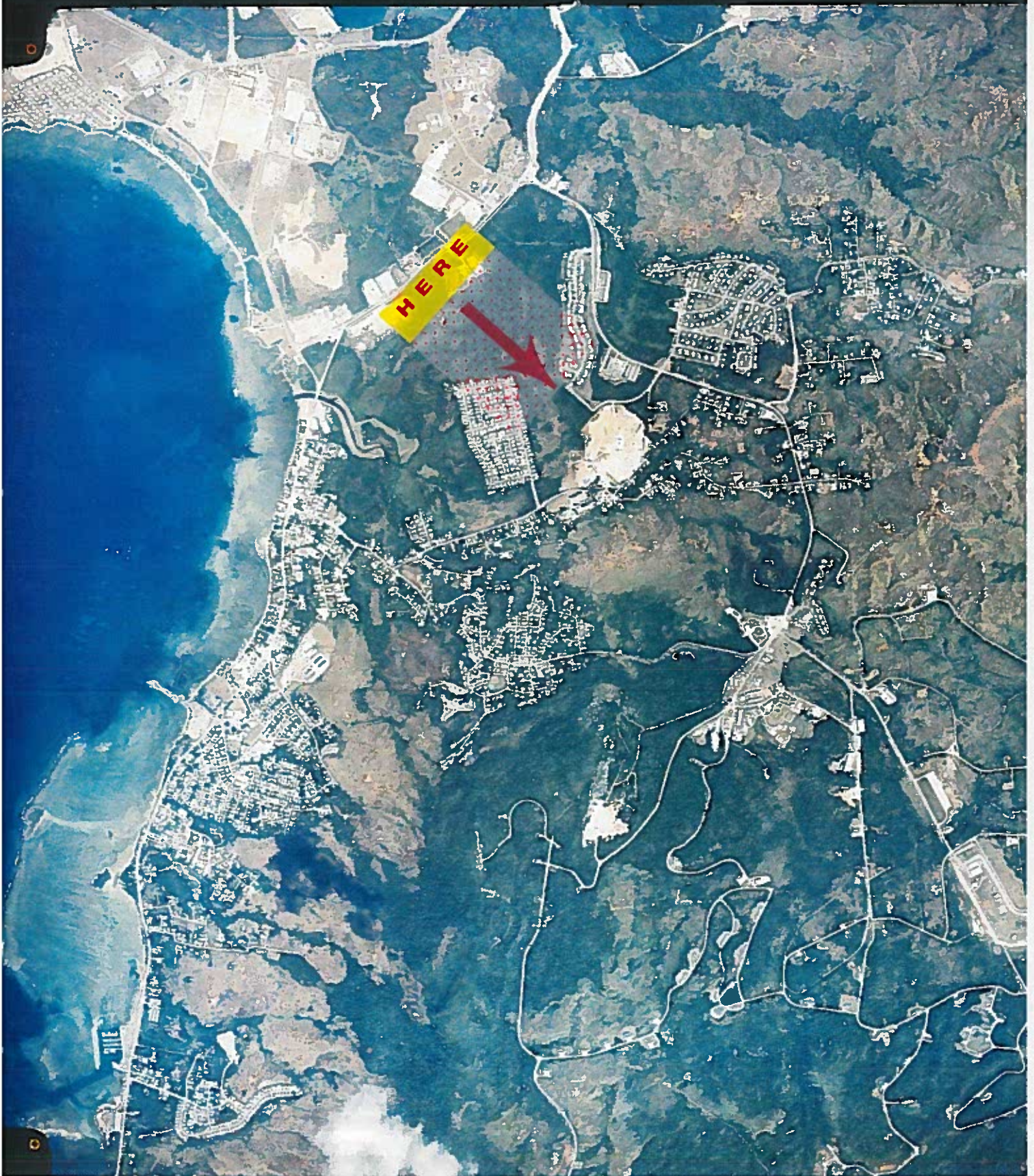
Guam's Position

- The Government of Guam incurred major expenses during the removal of the contaminated soils. While it was the Navy's responsibility to have the site cleaned up, GovGuam did not want to prolong construction activities any more than was necessary. GovGuam is therefore requesting reimbursement from the federal government.

Southern High School

Contract with OGDEN Environmental and Energy Services for Site Investigation Services at the Southern High School	\$ 330,000.00
Contract with OGDEN Environmental and Energy Services for Remedial Action Services at the Southern High School	\$ 92,499.00
Cost of work suspension from January 25, 1995 to March 17, 1995 (SsangYong Construction Co., Ltd.)	\$ 1,200,000.00
TOTAL	\$1,622,499.00

Southern High School



Old Piti Elementary School and Flooding Within Piti

Location

- The village of Piti, which is located on the western coastline of Guam.
- The Old Piti Elementary School is located within the village of Piti.

Overview

Old Piti Elementary School

- Old Piti Elementary School is a structure that was formally owned by the Navy.
- The facility was transferred to the Government of Guam through the Organic Act of Guam in 1950.
- Since its transfer, asbestos contamination was discovered in the structure.
- A Plan of Action for the removal of asbestos has been prepared which includes:
 - Prepare assessment report/plan within 30 days; scope of work includes cataloging, inventory and establishing the extent of the physical volume of the asbestos. The estimated cost is \$600,000 which includes the disposal of the asbestos at an approved hazardous waste site either on Guam or off-island; an Environmental Protection Plan (EPP) in accordance with GEPA and USEPA guidelines is required from the contractor prior to start of work.
 - Upon approval of the assessment report, an invitation to bid will be advertised within 60 days upon approval of the assessment report.
 - Project completion will be 120 days after approval of the contract.

Flooding

- The village is located within the Masso River valley. The Masso valley was a wetland that was back filled by the Naval Government following World War II. The Naval Government then relocated residents that resided in the Sasa Valley and Jaleguas to the filled in area without providing any flood control measures.
- Residents from the Sasa Valley and Jaleguas region were relocated to Masso River valley because their land was required for military purposes.
- Because Masso River valley is a natural wetland area it is prone to frequent flooding. Remedial mitigation efforts to prevent flooding have been ineffective. These temporary aids to prevent flooding literally wash away after one to two years.

- Located near the Masso River are Piti Kaiser homes that were constructed during the 1960s. Because of the rate soil is eroding along the Masso River, these homes are threaten. It is projected that within the next five years several of the homes will be consumed by the River if corrective action is not immediately taken.
- The U.S. Soil and Water Conservation Office has been approached to assist in the formulation and execution of a solution to the flooding problem. The Government of Guam has been informed a five year study will have to be undertaken before any assistance can be provided.

Issues

Old Piti Elementary School

- Federal funding of the cleanup of the asbestos contamination at the Old Piti Elementary School is requested.
- GovGuam is aware of the Formerly Used Defense Sites Program under the US Army Corps of Engineers which provides contamination cleanup funds for previously owned defense sites.
- Removal of the asbestos would remove the potential health risks to individuals who utilize the structure.

Flooding

- The Department of Public Works has completed the design of a project proposal that will resolve the flooding problem. While it is ready to take the design plans to bid, it has no funding for construction.

Guam's Position

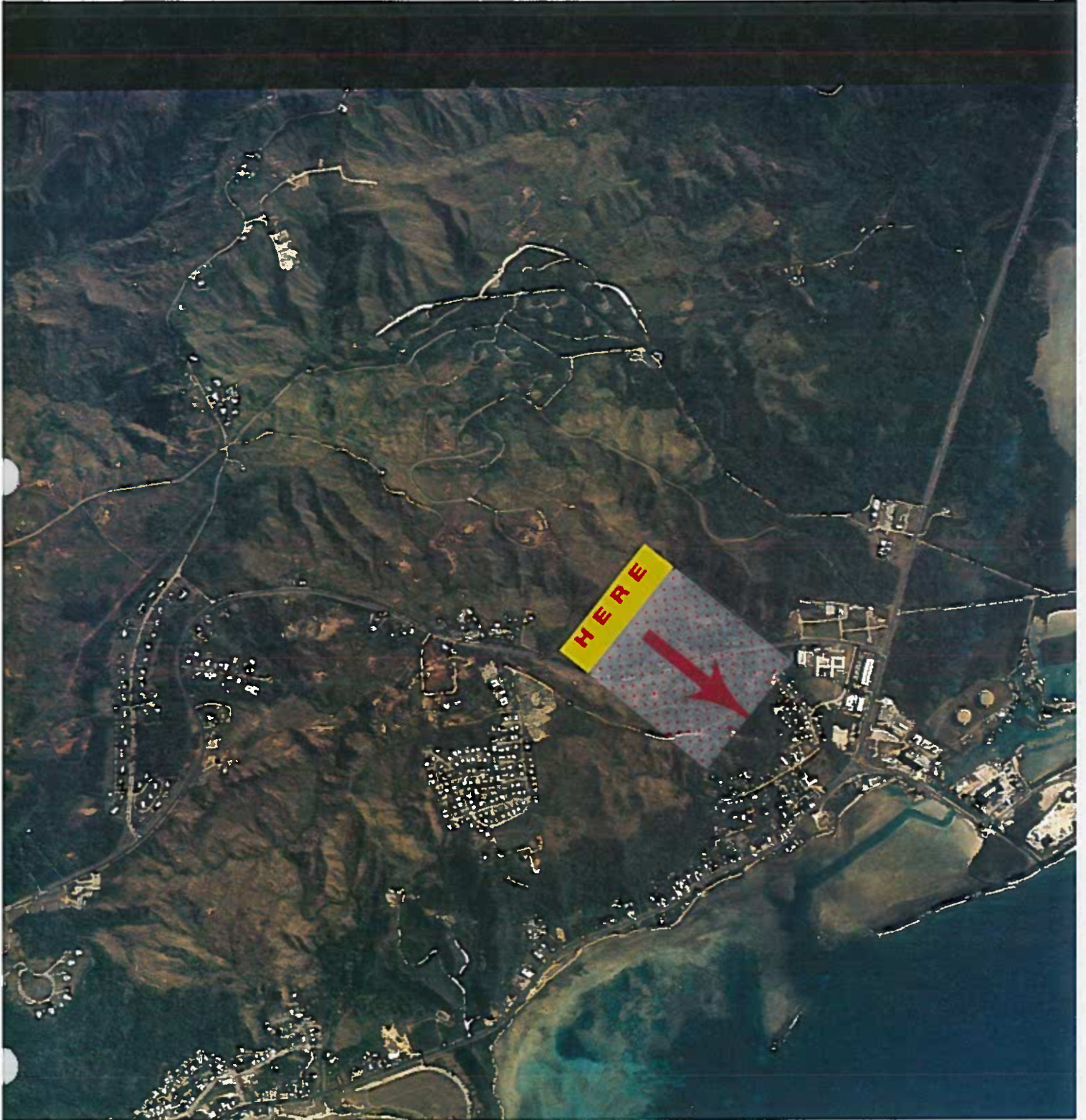
Old Piti Elementary School

- The Government of Guam will incur major expenses in the removal of the asbestos contamination. It was the Navy's responsibility to clean up the site. Funds under the Army Corps' Formerly Used Defense Sites Program must be made available to GovGuam to conduct cleanup at the Old Piti Elementary School.

Flooding

- The Government of Guam requires Federal financial assistance to correct the flooding problems that are occurring as a direct result of the federal government's decision to fill in wetland areas and relocate residents to the area that it displaced from other areas that were not located within wetlands.

Piti Elementary School



Apra Harbor Wastewater Treatment Plant

Location

- Apra Harbor Wastewater Treatment Plant (existing): Naval Activities Guam/Apra Harbor Naval Complex; Tipalao deepwater outfall: Tipalao Bay, Apra Harbor Naval Complex

Overview

- The Apra Harbor Wastewater Treatment Plant was built in 1972 to provide primary treatment of wastewater generated by Naval Activities in the Agat municipality. The design capacity was 3.2 million gallons per day (mgd). The plant has been/will be upgraded in three phases.
- Phase I (FY-91 MCON P-141) added secondary treatment to the existing plant with the design capacity unchanged. This phase was completed in 1994.
- Phase II (FY-94 MCON P-239P) adds redundancy to various unit operations so that these operations could be taken out of service for maintenance without impacting the overall treatment efficiency. This phase increases the design capacity to 4.3 mgd and will be completed by the end of 1996.
- Phase III (FY-96 MCON P-222), initially, was to complete the redundancy of unit operations, install odor control systems, and increase plant capacity to 6.4 mgd. However, the realignment of Naval Activities has caused wastewater flow projections to be reduced. As a result, those components which only served to increase capacity were removed as it was determined that the 4.3 mgd capacity is adequate for future Navy needs. The components removed from Phase III are the influent and effluent pumps, a larger effluent force main, and a digester operation for a total construction cost reduction of \$5,315,000. Request for construction bids were recently announced.
- The average flow to the Apra Harbor treatment plant for the six months preceding the August 8, 1993 earthquake was 1.5 mgd. After the earthquake, the flow increased to 6.3 mgd because of high infiltration into earthquake damaged sewer lines. Repairs to damaged sewerlines are in progress.
- The Public Utility Agency of Guam (PUAG) has designed a secondary treatment plant to serve the Agat-Santa Rita community with a design capacity of 4.2 mgd. The estimated construction cost is \$12,000,000. Currently, the sewage flow in this community ranges from an average of 1.24 mgd to a peak of 3.4 mgd. This flow is partially treated at an overloaded secondary plant designed for 0.75 mgd capacity.
- With the recent completion of Tipalao deepwater outfall, it is a reasonable expectation that PUAG will be able to apply for a 301(h) waiver in the near future, which will exempt the agency from secondary treatment.

Issues

- In the immediate future, PUAG must address treatment of the 0.12 mgd that will be generated by the Southern High School which is scheduled to open in August 1997. In the near term, PUAG needs to evaluate its treatment options. Specifically, will USEPA grant a waiver from secondary treatment? Are interests of both the civilian and Navy communities better served by a jointly operated facility or separate facilities?
- It is reasonable to expect that the combined wastewater flow from the civilian and Navy communities can be treated at the existing Apra Harbor plant **if the Navy is able to correct the excessive filtration so as to reduce flow to pre-earthquake levels - i.e. 2 mgd, and if the components previously deleted from Phase III are restored.** The savings which PUAG realizes from a joint treatment facility can be more productively applied to reducing the infiltration in the Agat sewer system.
- To date, Navy Public Works Center (PWC) has denied PUAG's request to treat the Southern High School flow at the Apra Harbor plant. This additional flow, 0.12 mgd, would be almost imperceptible to the plant's operation because of its overall capacity.

Guam's Position

- Guam will obtain USEPA approval of PUAG's request for a 301(h) waiver which will exempt the agency from secondary treatment.
- GovGuam and Navy agree to consolidate sewer facilities at a jointly operated facility.
- PWC's approval of PUAG's request to treat the Southern High School's flow at the Apra Harbor Treatment Plant.

Urunao Dump Site

Location

- The Urunao Dump Site is 11 acres and is located on the 700-acre Artero family property adjacent to the Andersen Air Force Base (AAFB) Northwest Field. This area is located on the far northwest face of Guam.

Overview

- The cliff area on the Artero property was used as dump site after World War II until the mid 1970s. Waste included ordnance, industrial waste, scrap metal, and drums of unknown content.
- The site was evaluated for cleaning in 1986. The debris on top of the cliff was removed, however, the debris on the cliff face was not. An environmental impact statement completed in 1988 recommended that the U. S. Air Force purchase and isolate the area as other cleaning alternatives would cause more direct environmental damage to the site than the potential damage caused by the dumped wastes.
- The Air Force Record of Decision in March, 1989, affirmed Air Force decision to acquire the land.
- Andersen AFB was placed on the National Priorities List, 1992, which triggered a re-investigation of the site. Recommended during the Expanded Source Investigation were added soil sampling for hazardous or toxic materials. Results of this sampling will provide revised clean up alternatives.

Issues

- The Artero family wants their land restored.
- No current negotiations are occurring. The Air Force must appoint a negotiator with the authority to act.
- Protection of coastal waters must be assured.

Guam's Position

- The site must be evaluated and promptly remediated to eliminate any threat to Guam's coastal waters.
- The Artero family favors any alternative that would clean-up their family land. If a final resolution is not possible at this time, the Artero family should be compensated for the loss of the use of their land.
- Site clean up and return to the Artero family is preferred, however, lands to be returned to Guam under PL 103-339 must have a higher priority for restoration.

Urunao



The Navy-owned Electric Power System

Location

- The Piti Power Plant is located within Apra Harbor, along the Western coastline.
- The Tanguisson Power Plant is located along the Northwest coastline.

Overview

- The Guam Power Authority (GPA) and the U.S. Navy have been negotiating the transfer of the operation, maintenance, and custody of the Piti Power Plant to the Government of Guam under the Customer Service Agreement. However, up to this date, the Agreement has not yet been consummated and the delay is linked to the approval of a lease agreement involving the power plants. The final transfer of the Piti Power Plant to the Government of Guam is essential to support GPA in generating more power megawatts for the entire island. Considering the current situation of the islandwide power system, support from the Piti Power Plant will help alleviate the power outages that the island has been experiencing.
- Transfer of Navy's Tanguisson power facility to GPA cannot occur until the Navy is ready to transfer its Piti Power Plant.

Issues

- The Customer Service Agreement Amendment is linked to approval of the Navy Lease of Property Agreement

The agreement has been amended to provide a methodology for the final transfer of the Navy power systems components to GPA. However, approval of the agreement involves approval of the Navy Lease of Property to support the transfer.

- Private contractors to have access to the power plant prior to formal transfer in order to analyze the status of the plants for continued usage is needed.

This is an alternative while waiting for the conclusion of the agreements. The private contractors will provide an analysis with a view toward making a formal proposal to GPA regarding continued use of the plants.

- Joint funding of a 40 mw baseload generator by GPA and the U.S. Navy.

This is in reference to the \$21.6 million of funds intended for joint funding of a 40 mw base load generator. Although the funds were originally intended for FY 1995, the Navy proposed it for later year funding plans.

Guam's Position

- GPA has been waiting since January 24, 1996 for the consummation of the Customer Service Agreement Amendment No. 2, which can not be approved until the approval of the Department of the Navy Lease of Property Agreement. The delay in accomplishing the transfer is causing potential personnel problems as well as delays in the analysis of the plants for future expansion, refurbishment or its closing down.
- GPA is concerned over the status of the plants regarding their continued usefulness. There is also raised concerns over the availability of Navy supplied water for power production.
- GPA requests that the joint funds of \$21.6 millions be appropriated for FY 1996 or FY 1997 rather than waiting for a later timeframe since these funds would support refurbishing the islandwide power systems generator facilities. After all, GPA has fully funded the 40 mw base load generator.

BRAC / Commercial Port / Navy Power Plant



Tanguison



BRAC'95 ISSUES: HON. JOHN GARAMENDI
NEEDED: A More Cooperative Transition for Guam

- **Guam is Strategically Important:** Guam remains militarily and strategically important in the Pacific, especially in the face of any turmoil in Japan/Okinawa. The Navy active duty presence on Guam remains significant, and the Air Force presence is even larger.
- **Guam is America:** Guam's Political and Community Leadership has proven to be very supportive of the goals of the Administration and the Navy. Guam's citizens are U.S. citizens who are deeply patriotic, even with incomplete citizenship status, 50 years under a Navy Captain/Governor and 70 years with no right to elect their own island leaders. Guam's citizens have served their country in peace and war in greater numbers per capita than any other community group in the United States.
- **Guam was Hit Hard by Closures, but No Complaints:** Guam seeks only to:
 - **convert BRAC properties to private sector management with GovGuam oversight** [Ship Repair Facility (SRF), Supply Depot (FISC), and other properties]; and
 - **provide for Guam's own Economic Revitalization.**
- **Guam needs a more Cooperatively Planned Transition:** Guam needs a more "paced," cooperative transition to allow for better Planning and Conversion of the SRF and the FISC to Commercially Viable Private Sector uses. **THERE NEEDS TO BE MORE CONSIDERATION FOR COOPERATIVE EFFORTS, NOT JUST A "CLEAN FACILITY AFTER THE NAVY DEPARTS.**
- **KEY ISSUES:**
 - **Leave Military Sealift Command (MSC) in Guam**
 - Leave MSC ships stationed in Guam for at least 5 years.
 - Guam fulfills all Navy requirements for military sealift mission.
 - Guam needs basic MSC work as initial base for privatization of economic activities set for closure.
 - Demand closer MSC/GovGuam negotiations on repair and resupply capabilities and costs in Guam.
 - **Floating Drydocks (AFDM-8 & AFDM-5)**
 - Transfer AFDM-8 to GovGuam ownership (retire AFDM-5).
 - Key to repair of larger ships.
 - Excess to Navy needs/Discussed in BRAC law.
 - **Minimum Navy "Footprint"/Long Term Navy Plan**
 - Need Navy to identify true long term requirements.
 - Then, reduce Navy area to minimum to meet requirements.
 - **Maximum Fee-Simple Deed Transfers & Lease-Backs**
 - Transfer maximum amount of property completely by deed.
 - Transfer as much of remaining under new "lease-back" law.

BRIEFING PAPER ON THE
1995 BASE REALIGNMENT & CLOSURE
(BRAC) DECISION
GUAM NAVY INSTALLATIONS

FOR
THE HONORABLE

JOHN GARAMENDI

DEPUTY SECRETARY & SPECIAL
REPRESENTATIVE
FOR GUAM'S COMMONWEALTH

EXECUTIVE SUMMARY

This paper contains the Mission Statement adopted by the Local Redevelopment Authority and the following additional papers that guide the activities of the LRA in developing and implementing plans to ensure rapid economic recovery from the effects of the BRAC '95 decision:

- Section 1. The Base Realignment and Closure Commission's 1995 decision as approved by the President and the Congress;***
- Section 2. The Government of Guam's initial plan which identifies the geographic areas within inner Apra Harbor required for civilian reuse and suggested uses to allow Guam to recover from BRAC '95 impacts;***
- Section 3. The Government of Guam's position paper concerning development needs within the harbor area; and***
- Section 4. The projected economic impact of the BRAC '95 decision on jobs and Section 30 revenues (income taxes from federal employees).***

Opportunities for and obstacles to recovery will be presented during the scheduled tour.

MISSION STATEMENT

Seize on behalf of the people of Guam, this historic opportunity to develop a comprehensive economic development plan which would promote the maximum use of BRAC 95 assets for the benefit of the community; advance Guam as a showcase of democracy; and, expand and grow the civilian based economy while recognizing and providing for the essential needs of the military.

BRAC



SECTION - ONE

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION REPORT TO THE PRESIDENT JULY 1995

SUMMARY

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION REPORT TO THE PRESIDENT JULY 1995

FLEET AND INDUSTRIAL SUPPLY CENTER (FISC), GUAM

The Commission recommends the following: Disestablish the Fleet and Industrial Supply Center (FISC), Guam. Retain appropriate assets and the FISC fuel facilities, including piers D and E, tank farms, and associated pipelines and pumping systems, under DoD operational control to support military service fuel requirements.

NAVAL ACTIVITIES, GUAM

The Commission recommends the following: realign Naval Activities, Guam. Locate all Military Sealift Command assets and related personnel and support at available DoD activities or in rented facilities as required to support operational commitments. Disestablish the Naval Pacific Meteorology and Oceanographic Center-WESTPAC, except for the Joint Typhoon Warning Center, which relocates to the Naval Pacific Meteorology and Oceanographic Center, Pearl Harbor, Hawaii. Disestablish the Afloat Training Group-WESTPAC. All other Department of Defense activities that are presently on Naval Activities may remain either as a tenant of Naval Activities or other appropriate naval activity. Retain waterfront assets for support, mobilization, contingencies, to support the afloat tender, and to support shared use of these assets consistent with operational requirements if appropriate. Dispose of property owned by Naval Activities declared releasable under the 1994 Guam Land Use Plan with appropriate restrictions.

NAVAL AIR STATION, AGANA, GUAM

The Commission recommends the following: change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1 - 21) for "the aircraft, personnel, and associated equipment" from the closing Naval Air Station, Agana, Guam from "Andersen AFB, Guam" to "other naval or DoD air stations."

PUBLIC WORKS CENTER, GUAM

The Commission recommends the following: realign Public Works Center, Guam, to match assigned workload. Close the officer housing at the former

Naval Air Station, Agana, Guam. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

SHIP REPAIR FACILITY (SRF), GUAM

The Commission recommends the following: close the Naval Ship Repair Facility (SRF), Guam, except transfer appropriate assets, including the piers, the floating drydock, its typhoon basin anchorage, the recompression chamber, and the floating crane, to Naval Activities, Guam.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION REPORT TO THE PRESIDENT JULY 1995

FLEET AND INDUSTRIAL SUPPLY CENTER (FISC), GUAM

Category: Supply Center
Mission: Supply Support
One-time Cost: \$17.9 million
Savings: 1996-2001: \$128.8 million
Annual: \$27.8 million
Return on Investment: 1997 (Immediate)
FINAL ACTION: Disestablish

SECRETARY OF DEFENSE RECOMMENDATION

Disestablish the Fleet and Industrial Supply Center, Guam.

COMMISSION FINDINGS

The Commission found the requirement for the Fleet and Industrial Supply Center (FISC) was tied to the location of its largest customer, the Military Sealift Command (MSC) vessels. If the MSC ships remain on Guam, a supply center would have to be retained by the Navy. Retention of the FISC would eliminate most of the savings projected by the Navy and the Commission.

The Commission agreed with the Commander in Chief United States Forces, Pacific that appropriate assets, the fuel farm and associated facilities should be retained given the strategic location of Guam.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense deviated substantially from final criterion 1. Therefore, the Commission recommends the following: Disestablish the Fleet and Industrial Supply Center (FISC), Guam. Retain appropriate assets and the FISC fuel facilities, including piers D and E, tank farms, and associated pipelines and pumping systems, under DoD operational control to support military service fuel requirements. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION REPORT TO THE PRESIDENT JULY 1995

NAVAL ACTIVITIES, GUAM

*Category: Naval Station
Mission: Support Homeported Ships
One-time Cost: \$93.1 million
Savings: 1996-2001: \$66.2 million
Annual: \$42.5 million
Return on Investment: 2000 (1 year)
FINAL ACTION: Realign*

SECRETARY OF DEFENSE RECOMMENDATION

Realign Naval Activities Guam. Relocate all ammunition vessels and associated personnel and support to Naval Magazine, Lualualei, Hawaii. Relocate all other combat logistics force ships and associated personnel and support to Naval Station, Pearl Harbor, Hawaii. Relocate Military Sealift Command personnel and Diego Garcia support functions to Naval Station, Pearl Harbor, Hawaii. Disestablish the Naval Pacific Meteorology and Oceanographic Center-WESTPAC, except for the Joint Typhoon Warning Center, which relocates to the Naval Pacific Meteorology and Oceanographic Center, Pearl Harbor, Hawaii. Disestablish the Afloat Training Group-WESTPAC. All other Department of Defense activities that are presently on Guam may remain either as a tenant of Naval Activities, Guam or other appropriate naval activity. Retain waterfront assets for support, mobilization, and contingencies and to support the afloat tender.

COMMISSION FINDINGS

The Commission found the key to all of the Guam recommendations was the disposition of the Military Sealift Command (MSC) vessels. The Commission concurred with the Secretary of Defense's position that shifting deployment patterns in the Western Pacific (WESTPAC) have lessened the requirement for the MSC ships to be stationed out of Guam. This changing requirement impacts the Fleet and Industrial Supply Center (FISC) mission and HC-5 helicopter squadron because this support needs to be located wherever the MSC vessels are to be stationed. Concurrently, the Commission agreed with the

Secretary of Defense that Guam would continue to be of strategic importance and require continued access to the facilities and harbor.

The Commission also agreed with the request of the operational commander to allow flexibility in locating the Military Sealift Command vessels and their support. If a decision is made to retain the MSC vessels on Guam, then most of the savings projected in the above figures will not accrue.

The Commission reviewed the 1994 Guam Land Use Plan (GLUP) implementation process at the community's request. The Commission found including the release of GLUP lands in the Commission's recommendation would allow a more rapid transfer of lands and property. The Commission also analyzed the possibility of closing the Naval Magazine on Guam or consolidating it with the magazine on Andersen Air Force Base (AAFB). With the assistance of the Navy, the Commission found closing or consolidating the magazine was uneconomical, unsafe, and would mean the loss of irreplaceable training capabilities.

Finally, the Commission found that it was in the best interests of both the Navy and the community to work together for economic revitalization. The Commission supports the Navy's position, as stated in Assistant Secretary of the Navy Pirie's April 21, 1995 letter to Delegate Robert A. Underwood of Guam.

It is our objective to convey, through long-term leases, outright transfers, or any other mutually agreeable arrangement, as much of the land and facilities as possible from the affected activities on Guam so as to stimulate local economic growth while, at the same time, providing us the U.S. Navy with the strategic flexibility to maintain the necessary operational access to Guam port facilities.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense deviated substantially from final criterion 1. Therefore, the Commission recommends the following: realign Naval Activities, Guam. Locate all Military Sealift Command assets and related personnel and support at available DoD activities or in rented facilities as required to support operational commitments. Disestablish the Naval Pacific Meteorology and Oceanographic Center-WESTPAC, except for the Joint Typhoon Warning Center, which relocates to the Naval Pacific Meteorology and Oceanographic Center, Pearl Harbor, Hawaii. Disestablish the Afloat Training Group-WESTPAC. All other Department of Defense activities that are presently on Naval Activities may remain either as a tenant of

Naval Activities or other appropriate naval activity. Retain waterfront assets for support, mobilization, contingencies, to support the afloat tender, and to support shared use of these assets consistent with operational requirements if appropriate. Dispose of property owned by Naval Activities declared releasable under the 1994 Guam Land Use Plan with appropriate restrictions. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

**DEFENSE BASE CLOSURE AND REALIGNMENT
COMMISSION
REPORT TO THE PRESIDENT JULY 1995**

NAVAL AIR STATION, AGANA, GUAM

*Category: Naval Air Station
Mission: Support Naval Aviation Operations
One-time Cost: \$43.8 million
Savings: 1996-2001: \$213.8 million
Annual: \$21.7 million
Return Investment: 1996 (Immediate)
FINAL ACTION: Redirect*

SECRETARY OF DEFENSE RECOMMENDATION

Change the receiving site specified by the 1993 Commission (1993 Commission Report, at page 1-21) for "the aircraft, personnel, and associated equipment" from the closing Naval Air Station, Agana, Guam from "Andersen AFB, Guam" to "other naval or DoD air stations in the Continental United States and Hawaii."

COMMISSION FINDINGS

The Commission agreed with the Secretary of Defense that the fixed wing air squadrons originally planned for relocation from NAS Agana to Andersen Air Force Base are more appropriately located at other locations. The Commission found the HC-5 helicopter squadron should be located near the homeport of the Military Sealift Command ships currently on Guam. Movement of HC-5 aircraft off the island will eliminate the only current helicopter Search and Rescue (SAR) capability on Guam.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense deviated substantially from final criterion 1. Therefore, the Commission recommends the following: change the receiving sites specified by the 1993 Commission (1993 Commission Report, at page 1 - 21) for "the aircraft, personnel, and associated equipment" from the closing Naval Air Station, Agana, Guam from "Andersen AFB, Guam" to "other naval or DoD air stations." The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION REPORT TO THE PRESIDENT JULY 1995

PUBLIC WORKS CENTER, GUAM

Category: Public Works Center

Mission: Public Works Support

One-Time Cost: None

Savings: 1996-2001: None

Annual: None

Return Investment: None

FINAL ACTION: Realign

SECRETARY OF DEFENSE RECOMMENDATION

None. The Commission added this military installation to the list of bases to be considered by the Commission for closure or realignment as a proposed change to the list of recommendations submitted by the Secretary of Defense.

COMMISSION FINDINGS

The Commission found it was not economical to entirely close the Public Works Center but the Navy should be allowed to reduce workforce and facilities as workload decreases. The Commission also found, there was no need to retain the Officer housing on the former Naval Air Station Agana, Guam, because the number of officers on Guam has been reduced.

COMMISSION RECOMMENDATION

The Commission finds that the Secretary of Defense deviated substantially from final criterion 5. Therefore, the Commission recommends the following: realign Public Works Center, Guam, to match assigned workload. Close the officer housing at the former Naval Air Station, Agana, Guam. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

REPORT TO THE PRESIDENT JULY 1995

SHIP REPAIR FACILITY (SRF), GUAM

Category: Naval Shipyards

Mission: Maintenance and Repair of Naval Shops

One-time Cost: \$8.4 million

Savings: 1996-2001: \$171.9 million

Annual: \$37.8 million

Return Investment: 1996 (Immediate)

FINAL ACTION: Close

SECRETARY OF DEFENSE RECOMMENDATION

Close the Naval Ship Repair Facility (SRF), Guam, except transfer appropriate assets, including the piers, the floating drydock, its typhoon basin anchorage, the recompression chamber, and the floating crane, to Naval Activities, Guam.

COMMISSION FINDINGS

The Commission agreed with the Secretary of Defense that large reductions in workload, present excess capacity at the facility, and the possible departure of the Military Sealift Command (MSC) ships from Guam, justified closure. The Commission also found that if the MSC ships remain on Guam, then a private sector ship repair capability must be developed. The Commission was concerned about a current Navy policy which does not allow Guam repair facilities to bid on certain U.S. Ship repair work. The Commission believes that this policy should be modified to allow more work at private repair facilities on Guam.

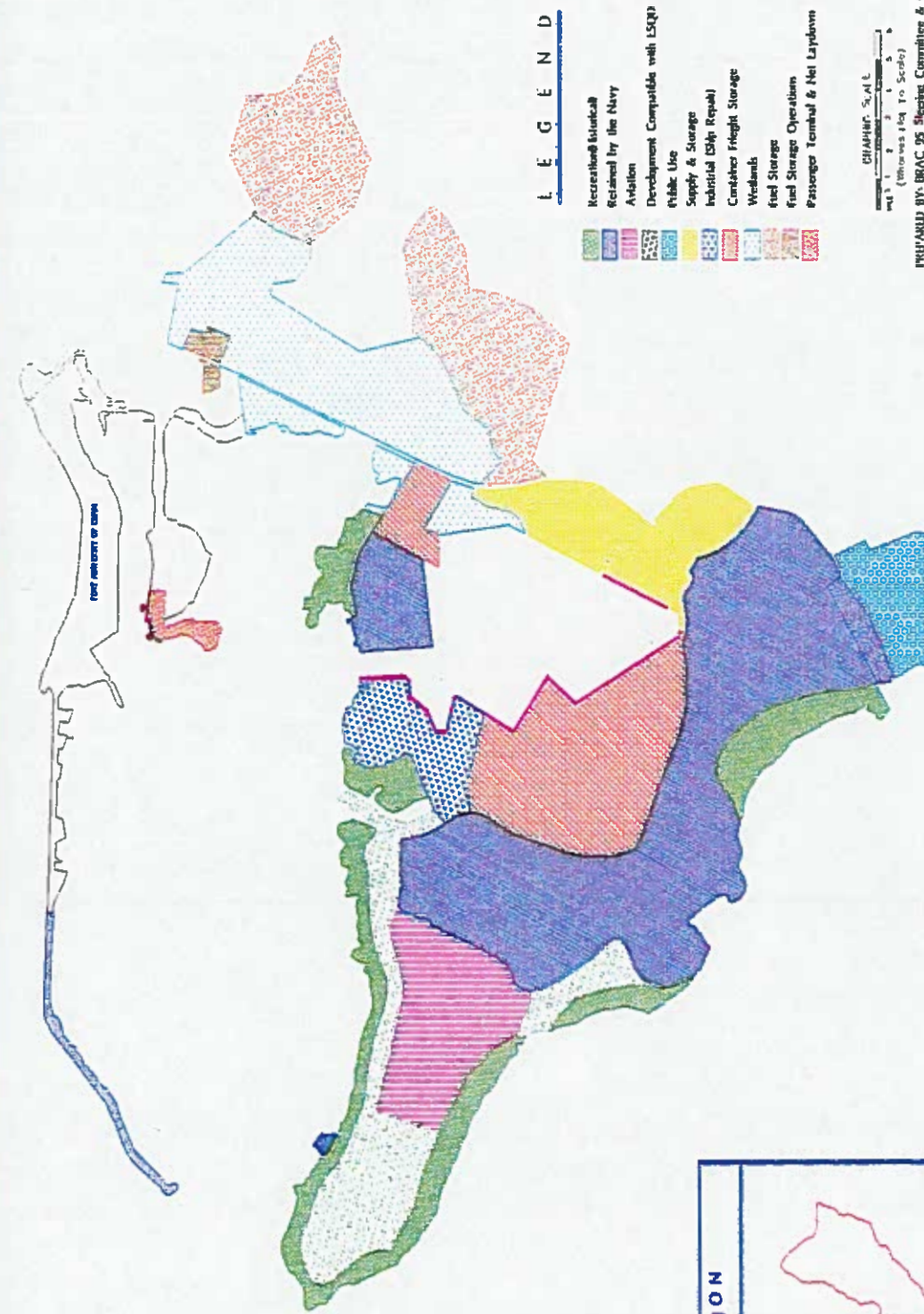
COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense did not deviate substantially from the force-structure plan and final criteria. Therefore, the Commission recommends the following: close the Naval Ship Repair Facility (SRF), Guam, except transfer appropriate assets, including the piers, the floating drydock, its typhoon basin anchorage, the recompression chamber, and the floating crane, to Naval Activities, Guam.

SECTION - 2

POST BRAC '95 NAVY AND GUAM "FOOTPRINT" ANALYSIS AND GUAM'S BASE REUSE CONCEPTS APRA HARBOR

APRA HARBOR COMPLEX: GOV GUAM'S PROPOSED USE

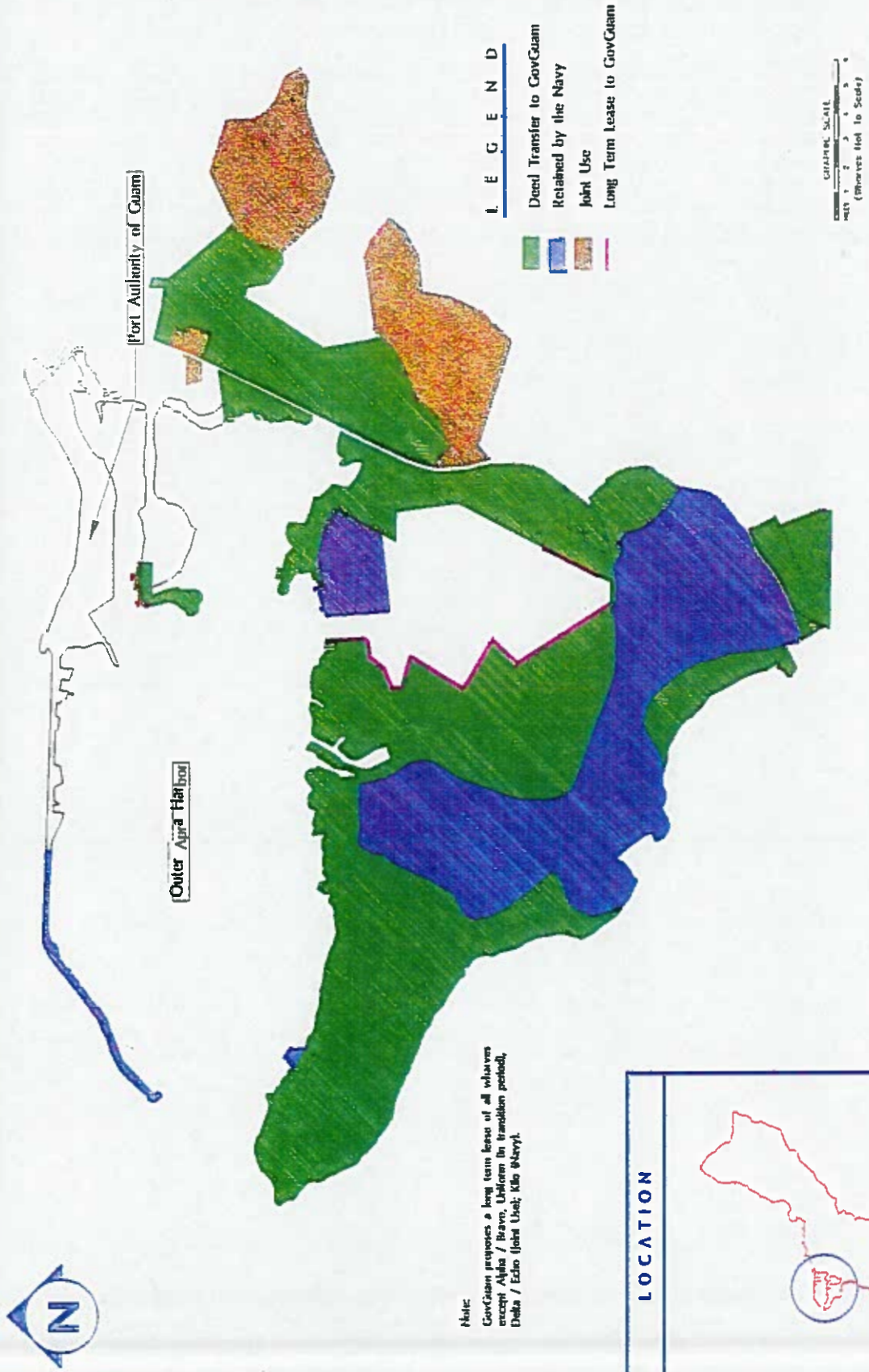


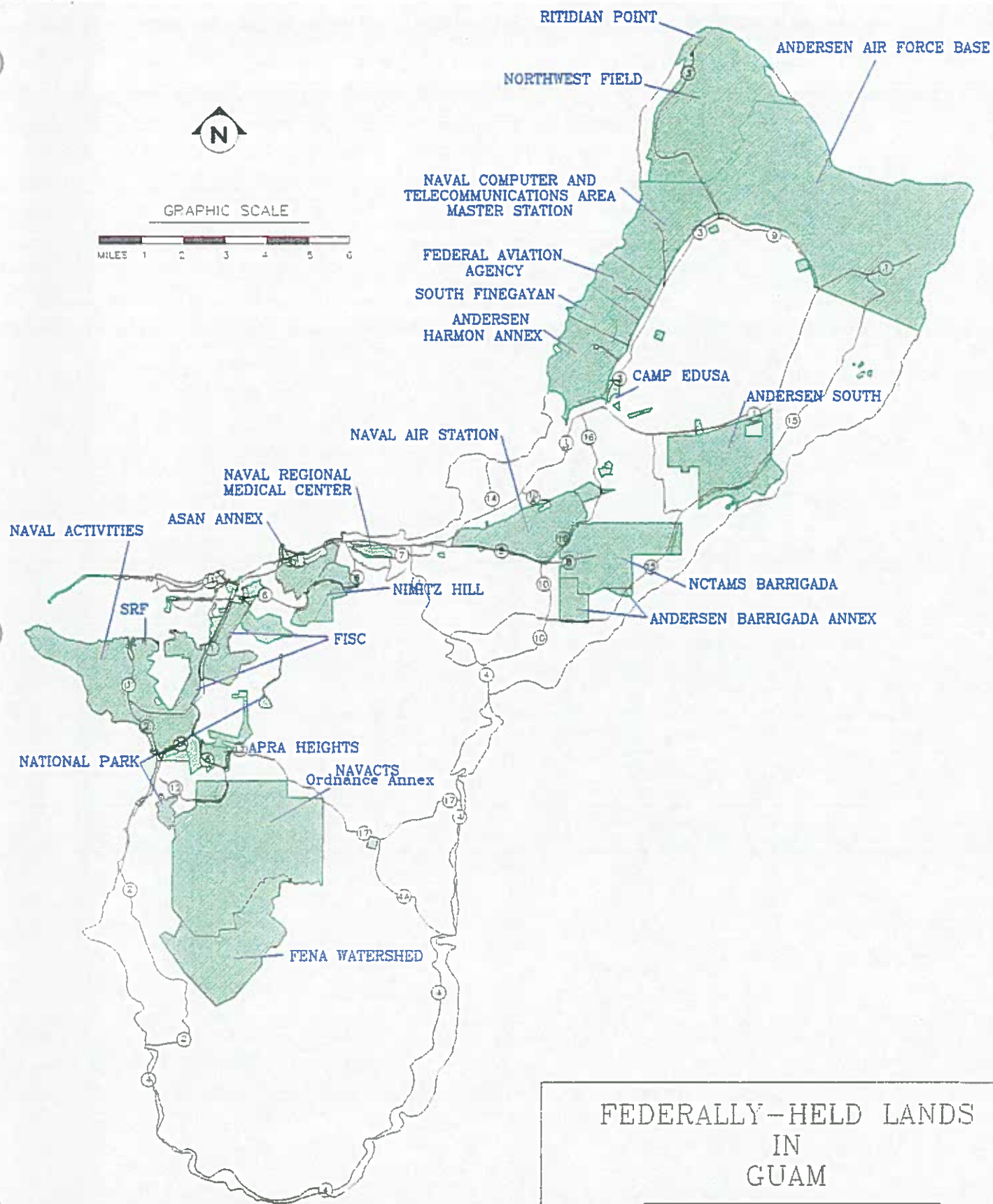
PREPARED BY: BRAC 95 Steering Committee & GDA

LOCATION



APRA HARBOR COMPLEX: GOVGUAM'S LONG TERM FOOTPRINT





FEDERALLY-HELD LANDS IN GUAM

Prepared By: Bureau of Planning, Government of Guam
SEPTEMBER 1995

Note: Not all the parcels within the War In The Pacific Park boundary have been acquired by the Federal Government.

OCT 13 1995

**POST BRAC'95 NAVY AND GUAM "FOOTPRINT" ANALYSIS
AND GUAM'S BASE REUSE CONCEPTS
APRA HARBOR**

Office of the Governor of Guam
Port Authority of Guam
Guam Bureau of Planning
Guam Economic Development Authority
&
BRAC 95 STEERING COMMITTEE

A. POST BRAC'95 NAVY AND GUAM "FOOTPRINT" ANALYSIS

1. Background

The majority of land resources in and around Apra harbor are now controlled by the U.S. government. Over 70% of fast lands in a two-mile radius of the entrance to Inner Apra Harbor are controlled by the U.S. Navy. Of the existing wharfage area in Apra Harbor (and Guam in total), the U.S. Navy controls 85%, yet accounts for less than 5% of vessel movements in Apra Harbor annually. Thus, U.S. Navy control of wharf areas and adjacent fast lands in Guam represents a principal obstacle to Guam's natural economic expansion.

Under the BRAC 95 recommendations, the Navy is slated to "retain" piers (under Naval Activities), the fuel farms and associated assets (under FISC), and some components of the Ship Repair Facility (dry-docks, cranes, piers). The specific retention areas identified in the BRAC recommendation were directly related to the DoD's readiness and "emergent" requirements.

It is also assumed that the Navy would retain housing, administrative space, base welfare and logistical support areas consistent with the size and requirements of the Navy contingent in Guam. This diurnal requirement, however, will be significantly smaller than the existing Navy spatial "requirement" which is based on a Cold War era footprint; a "requirement" which was never actively or fully utilized.

As Guam's experience vis-a-vis an active military presence has demonstrated, the diurnal military requirement for land in Guam is diminishing. Thus, the military's "justification" for unilateral control of the irreplaceable economic assets in Guam cannot be sustained within the framework of Guam's economic requirements.

The limited day-to-day requirement of the military, however, does not diminish Guam's vital strategic role to accommodate "surge" and "emergent" requirements in most war planning scenarios. Clearly, as Guam prepares to develop economic reuse opportunities, Guam's plans must include adequate arrangements for the U.S. military's requirements in periods of surge activity.

While the retention of some assets in the BRAC 95 recommendations reflects a strategic view of Guam's value for readiness and access during surge periods, the typical role of the Navy in Guam will be leaner and less demanding on resources than even the present levels of under-utilization. From Guam's economic point of view, the Navy must make Guam's daily economic reuse a priority over limited or non-existent daily use by the military. To fail to accommodate fully Guam's economic requirements within a Post-BRAC footprint -- particularly when federal economic activity and other program support by the U.S. government dwindles -- threatens the long-term U.S. requirements for "emergent military needs." Simply put, Guam's sustained economic interests cannot be held hostage to federal management of land resources which serve narrow military command preferences and possible war-fighting contingencies.

2. Summary

This document outlines the Government of Guam's view of the U.S. Navy's Post-BRAC 1995 footprint in and around Apra Harbor. Discussion of areas to be returned to Guam or utilized by Guam on a daily basis under the BRAC 1995 process are examined by Navy activity.

It is Guam's intent to develop military-use-compatible civilian economic opportunities in and around Apra Harbor. On the U.S. military side of the equation this will require a constraint of the normal operational view of property utilization; i.e., the U.S. Navy should retain only that which is minimally necessary on a day-to-day basis with extensive privatization in line with the recommendations of the Roles and Missions Commission. It is the Government's intent to provide for reuse and redevelopment activities which increase the military value of existing military assets while contributing to Guam's natural economic expansion. On the other hand, the Government of Guam's plans will broadly accommodate surge and emergent military uses of property in and around Apra Harbor.¹

¹ This accommodation, however, does not imply a lengthy review and approval process by the U.S. Navy of any and all civilian developments in the reuse area. Rather, the Government of Guam proposes that broad areas of consistency be established, and where approvals from the Navy are appropriate, they should be fast-tracked in view of private sector business realities.

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This document also provides an overview of reuse activities sought by the Government of Guam. In examining reuse possibilities, the privatization of work for the Military Sealift Command now forward deployed as well as immediate, near and long-term options are discussed. The economic activities which the Government of Guam believes should take place in Inner Apra Harbor are discussed generally. Also, specific use areas are identified.

B. THE FOOTPRINT

1. Post-BRAC 1995 Footprint Considerations

The Navy's Post-BRAC spatial requirements in and around Inner Apra Harbor will fundamentally change as a result of the BRAC 1995 actions. To support regionalized repair and supply centers, SRF Guam will close and FISC Guam will be disestablished.

Only one Navy vessel of significant size, the Submarine Tender USS Frank Cable (AS40), will be based in Guam. Other mission related activities will include:

1. Munitions stowage (at the NavActs Magazine) as well as their loading and unloading (at Kilo wharf and Polaris Point)²;
2. Special units that are small in number, specifically the EOD MU-5 and SEALS-1;
3. Fueling functions at Delta and Echo wharves that are integrated into the Sasa and Tenjo fuel tank farms;
4. Intermittent support for AWR-3 and COMPSRON-3, with operational coordination to support MSC forward deployed and the Diego Garcia resupply shuttle;

The remainder of U.S. Navy activities in and around Apra Harbor are related to:

1. Support functions for property and assets administration and maintenance (e.g. PWC, NavActs Command);

² The Navy also presently load Tomahawk missiles at Sierra Wharf. It is recommended that such activities be conducted at Kilo Wharf, or at expanded facilities at Alpha Wharf (Polaris Point).

2. Support for personnel and families (e.g. housing, amenities);
3. Maintenance of specific assets for emergent uses (e.g. AFDM-8, cranes, piers, tugs); and
4. War planning for surge activities;

In view of the significantly reduced daily requirement for assets and facilities as a result of BRAC actions and the more general right-sizing of Navy activities in Guam (in view of budgetary realities), the active utilization of high economic value port assets by the U.S. Navy will be very limited. It is anticipated that Navy reuse to maintain the areas which are being closed, disestablished and even "retained" will be limited. Port development projects such as dredging Inner Apra Harbor, upgrading wharf-side utilities and bringing new technology to make wharf usage more efficient, will not be accomplished with Navy reuse.

It is clear that the leadership of the U.S. Navy, while creating savings from reduced operations in Guam, is intending to turn to non-military sources of revenue to maintain assets which are of significant importance to military readiness needs. As the Secretary of the Navy noted in testimony to the BRAC'95 Commission:

...(T)he retrenchment of our resources in the Pacific Theater, from Guam to the Hawaiian Islands, represents a shift in operating policy which will save the Department \$42 million a year in infrastructure costs. We will need access to Guam in the event of a mobilization requirement and so would welcome commercial, privately maintained and modernized facilities on Guam to avoid mothballing costs and restart delays.³

For base commanders in Guam, the operational and budgetary reality is that, excepting munitions activities, support for the submarine tender and small special units, the port area in and around Inner Apra Harbor will essentially become a "recoverable base" administered by a caretaker. Even some mission-related activities, such as support for the MSC T-AFS's and T-AE's and the Diego Garcia resupply shuttle would be serviced by privatized facilities at SRF and FISC should they continue to operate out of Guam.

It is, then, a clearly established premise that daily military activities will be reduced and that the

³ Remarks as prepared for delivery by The Honorable John Dalton, Secretary of the Navy before the Defense Base Closure and Realignment Commission, Washington, D.C. (14 June 1995) p. 9.

reuse of facilities through economic development initiatives will assist in the maintenance and modernization of assets which are required for emergent, surge mobilization and war-planning purposes. To accomplish the goal of non-military sector fiscal support for the maintenance and the amelioration of assets required for contingency purposes, it will be necessary for the Navy to ultimately transfer, primarily through deeds of conveyance as well as long-term leases, the waterfront assets and adjacent facilities in and around Inner Apra Harbor. Quality of life impacts on adjacent military support areas can be adequately addressed and should not pose a major obstacle for modernization initiatives.

A "quilted" Navy Post-BRAC footprint in the Apra area -- which on its face would disrupt the spatial and tempo requirements of privatized development -- would be an unacceptable approach by the Navy. A liberal process of transfer of land interests, a clear understanding of Navy's future contingency needs at the transferred facilities and a simplified process to respond in a timely fashion to capitalization interests is required in the redevelopment of Apra Harbor from a Navy-run waterfront to a civilian-administered privatized port complex.

2. The Footprint: Navy

From the perspective of Guam's plans for privatization and the maximum use by Guam of retained Navy assets for Economic Revitalization, GovGuam believes the "footprint" of land retained for exclusive Navy use should be as compact as possible. Such areas should include only those lands necessary for the few remaining Navy operations based in Guam and exclude any land that is unnecessary for a daily Navy mission.

The optimal Navy operational footprint would be an area of consolidated operations, possibly at Polaris Point. The redevelopment of such an area would limit the Navy's operational encumbrances over other areas in Inner Apra Harbor, making available large areas for civilian reuse (on a daily basis) which could be utilized for military purposes under surge or emergent conditions.

In general, the lands to be included within the Navy footprint are as follows:

General Bounds, Navy. The "footprint" for the Navy in the Apra Harbor area would include: all of the current family housing areas inside the main gate; the current Navy land at Polaris Point including Alpha and Bravo wharves⁴; the Public Works areas adjacent to the base housing areas;

⁴ This area, in the final reuse phase, should serve as an area of consolidated Navy operations. The extension of Alpha Wharf into would move the existing 35K ESQD so that none of SRF is encumbered. SEAL's vessel berthing and support, NavActs service craft, and Tomahawk loading (presently conducted at Sierra

fuel facilities at Delta and Echo Piers as well as Sasa Valley and Tenjo Vista; Camp Covington and other SeaBee areas; and, the Commissary, Exchange and family support areas. The remaining wharves would be retained by the Navy but leased long term to Guam.

Remaining Navy Missions. The concept under which Guam recommends the above footprint is one in which (as envisioned by the Department of the Navy recommendations to the Base Closure Commission and as approved by them), there will be little remaining Navy activity on Guam that is under direct Navy control. Within the Apra Harbor area in fact there will only be minimal Navy activity and the former Navy base will be used principally as a housing and personnel support area. Industrial and supply functions to support the few remaining assets the Navy wished to retain for "emergent military needs" as well as other operational requirements would be accommodated through privatization initiatives.

In the rest of the island, the remaining Navy activities include Camp Covington with its attendant Construction Battalion activities, the Navy Communications Facility, the Naval Magazine and Kilo wharf, and the water system that is still operated and maintained by Navy Public Works. Some of these activities are affected by realignments under the BRAC 95 process.

Housing and Personnel Support. The major part of the retained Navy "footprint" will be taken up by the officer and enlisted married quarters that exist or are being constructed in the former Naval Station area. Supporting that housing and the people living in it are the Public Works facilities within the base; and, the Commissary and the Exchange as well as other family support facilities in the general proximity. It will also be necessary for the existing Main Gate be moved back to the new retention area to allow free access for the employees and general public to the Guam "footprint."

DOD Fuel Facilities. The current Navy fuel wharves, Delta and Echo, serve as the receiving site for fuel storage facilities located inland in Sasa Valley and Tenjo Vista. Fuel is then distributed to Andersen Air Force Base and other sites within Naval Activities and the rest of Guam. Initially, the Navy recommended that these facilities be closed along with their managing command, the Fleet and Industrial Supply Center. The Base Closure Commission decided otherwise and recommended that they be retained under DOD management. These facilities would be included within the "Navy" footprint.

Polaris Point. The Navy has a submarine tender stationed in Guam and moored at Polaris Point

Wharf) could all be consolidated in this area. With appropriate redevelopment of the area, support for expanded submarine operations vis-a-vis the homeported tender could also be accomplished.

alongside Alpha and Bravo wharves. Current Navy plans call for this tender, or a replacement, to remain homeported in Guam and moored at this location. As noted earlier, in the final phase of implementing a footprint plan, Polaris Point could serve as a possible redevelopment area to consolidate the Navy's diurnal operational requirements.

Navy Civil Engineering Corps Construction Battalion. The Navy's Civil Engineering Corps maintains a deployed Construction Battalion (SeaBees) at Camp Covington, close to Naval Activities. This battalion will remain on Guam and no facilities currently used by them are scheduled to be transferred.

Naval Magazine and Kilo Wharf. The Base Closure Commission decided not to return to the Government of Guam the Naval Magazine, or the Fena Reservoir within the magazine's borders. Consequently, the magazine and the Kilo wharf, which serves as the primary ammunition pier, will be retained within the Navy footprint. Transportation of ammunition between Kilo wharf and the new Navy "footprint" over roads that are no longer retained by the Navy will be under the same arrangements as currently in place for weapons transfers over civilian roads between Naval Activities and the Naval Magazine, Andersen Air Force Base, and other military facilities.

Public Works; Navy Water System. Aside from the services provided by Public Works to the Naval Housing and Navy personnel, PWC will continue to operate the Navy water system, including Fena Reservoir. Guam will also recommend that the PWC headquarters currently housed in a building near X-ray wharf be consolidated over time into buildings within the PWC areas adjacent to Navy Family Housing as was referenced in Data Calls for BRAC 95.

Transition Areas: Uniform Wharf Guam realizes that it is important for the Coast Guard, NAVACTS service craft, and the SEALs to utilize wharf space while Navy spatial consolidation efforts take place. During the period of transition, Guam envisions these activities being placed on Uniform wharf. The wharf is of sufficient length to handle the small craft for all three activities. Tango wharf may also serve as a useful area for any overflow requirements. In the event of the need to moor a large number of vessels, perhaps from Coast Guard seizures, those temporary overflows could be accommodated not only at Tango Wharf but also by the Port of Guam at other wharves or anchorages within Inner or Outer Apra Harbor.

3. The Footprint: Guam

To provide for its own Economic Revitalization, Guam will require the outright transfer or long-term lease of as much of the area surrounding Apra Harbor. Without fee-simple transfers or long-term leases, Guam will find it difficult to entice large and lucrative private sector enterprises to make the investments necessary in Guam to generate the jobs and economic income

that will be required to offset the loss of Navy-generated business. Guam intends to privatize the Navy Ship Repair Facility (SRF) and the Fleet and Industrial Supply Center (FISC) warehouses to provide services for the Navy MSC fleet and any civilian industries that need these types of facilities. To entice the MSC ships to continue to do business with Guam, Guam will need to retain skilled personnel and provide efficient and effective repair and supply storage and transshipment facilities that compete economically with other non-U.S. ports in the Pacific.

General Bounds, Guam. Generally, the Guam "footprint" should include all of the piers and wharves surrounding the harbor, with the exception of wharves Uniform, Alpha, and Bravo. the Guam "footprint" should also include all of the lands behind the transferred wharves up to the boundaries of the Navy housing and housing support areas. In the north end of the outer harbor, the fuel piers Delta and Echo will also be excepted; however, Guam will request joint use for fuel transfer when needed, as the Navy uses Guam's fuel piers when they need them. The Guam "footprint" will also include Dry Dock Point, the landward end of Polaris Point, and all of Orote Point beyond the Navy housing areas, except the Kilo ammunition wharf.

Inner Harbor Wharves. Within Inner Apra Harbor, the Navy intends to retain title to all wharves "for emergent military needs." Guam will need long-term leases to maintain and develop those wharves for expansion of the civilian maritime industries that currently use the civilian Port of Guam. These industries include commercial fishing, container transshipping, and passenger terminal facilities. Guam will also use these wharves for docking any Navy vessels, including the MSC and MPS ships, the Diego Garcia resupply vessel, or any other Navy vessels that need docking.

Ship Repair Facility. The SRF will be a keystone facility within the Guam "footprint." Guam intends to seek a private sector corporation to take over the management of the SRF to serve the requirements of both the Navy and the developing private sector maritime industry in Guam. Guam will seek fee-simple transfer of all assets within the "closed" facility. The Base Closure Commission agreed with the Navy that portions of the SRF facilities needed to be retained for emergent military needs (drydock, piers, cranes, decompression chamber). To accommodate the service requirements of the equipment retained by the Navy, Guam proposes that mutually agreed scheduling arrangements be reached under a privatization initiative. Guam will seek long-term leases for the piers to support ship repair activities.

Fleet and Industrial Supply Center Activities. The FISC and its activities are dispersed throughout the former naval base. Guam will seek fee-simple transfers of all FISC warehouses and other buildings, especially those that front on to the wharf areas. Guam intends to privatize these facilities to provide services for the Navy's MSC vessels and other military missions that may need them. In addition, the new privatized supply center will be able to provide storage and

transshipment services to the growing private sector economy in Guam and throughout Micronesia and the Pacific Rim.

Orote Point. Guam intends to request a fee-simple transfer of all of the land on Orote point outside of the housing areas and the Kilo ammunition wharf. This land will be used for low-impact and allowable development within the Kilo ESQD, including recreation and tourism with specific areas for historic preservation.

Dry Dock Point. Guam intends to request fee-simple transfer, lease or joint use of Dry Dock Point, excluding the fuel piers and pipelines, and then Guam will request permission for joint use of even those facilities. Dry Dock Point fronts on to very deep water, and it is Guam's intent to add one to two deep water piers for the use of the increasing passenger vessel trade and to develop the shore side to support it. These shore activities would include a passenger terminal, restaurants and shops for the passengers and other tourists and citizens throughout the island. Guam believes that the Navy requirement for a deep-water dry docking area (for which this area has been identified) can be accommodated through mutually agreeable arrangements.

4. Summary

The above summarizes Guam's initial approach to delineating the new "footprints" for Guam after the completion of the base closure and realignment activities and the Navy activities that will remain. The boundaries proposed should allow the Navy to provide maximum support to their personnel and activities that remain under the greatly reduced mission requirements and allow Guam to support a maximum effort for their own Economic Revitalization.

C. GUAM'S BASE REUSE CONCEPTS - APRA HARBOR

1. General

The Port Authority of Guam will assume a lead role in the base reuse of the Navy lands in and around Apra Harbor. What follows is a general outline of an initial set of goals for the transitional joint use, interim reuse and long-term use of those facilities in the harbor.

Within the scope of economic revitalization of military facilities impacted by BRAC'95 the Government of Guam will be managing almost every different type of base closure and realignment action possible under the BRAC process: the Ship Repair Facility (SRF) will be closed, but the Navy needs its capabilities maintained for emergent military requirements.

The Fleet and Industrial Supply Center (FISC) will be "disestablished," while that facility's present functions will still be required to support the Military Sealift Command (MSC) vessels. The Navy base (NAVACTS) will be "realigned" with functions eliminated or downsized, but the wharves will be retained under Navy control for emergent needs and to meet the Navy's cruiser equivalent berthing requirements

A fundamental element in the reuse endeavors of the Government of Guam is the continued operational forward deployment of MSC vessels out of Apra Harbor. The continued operational deployment of these vessels would provide for a base load of privatized work at the SRF and FISC facilities in Guam's economic revitalization programs. This fundamental question of the MSC's operational status was the subject of direct communication between Guam and the U.S. Navy, and between the U.S. Navy and the BRAC, and it is reflected in the public record. The BRAC decision on allowing the operational status of the MSC vessels to be a military decision independent of a BRAC directive was stated by the Secretary of the Navy and the CNO (under oath before the BRAC Commission) as being something which would "help Guam." Additionally, the BRAC, in its recommendation, provided for the MSC vessels location "at available DOD activities or in rented facilities (emphasis added) as required to support operational commitments" (BRAC Report to the President, p. 1-55). The distinction with respect to "rented facilities" provides statutory support for the MSC to utilize rented assets which will be excessed under the U.S. government's property disposal process.

The issue of the MSC vessels continuing to operate out of Guam was an initiative of the Government of Guam and is a critical element in Guam's proposed reuse activities. Not only would the privatization of MSC-related support functions at SRF and FISC stabilize the negative impacts of base closure, but it would also assure the availability of locally trained personnel to support emergent U.S. requirements in the area of vessel/industrial repair and stores load out.

To effectuate a smooth transition between military-operated facilities and privatized facilities which support continuing and emergent military requirements, the Government of Guam will be requesting substantial fiscal support from the Office of Economic Adjustment (OEA) to hire a respected business engineering firm to facilitate overall coordination and a workable business plan which meet both the Guam Government's and the U.S. military's requirements.

As the Port and the Government of Guam begin the planning process, it is beneficial early on to lay out a set of ideas for the reuse and joint use of these lands and facilities affected by the BRAC'95 decision. These ideas are not final, nor will they be for a some time, but they will serve as a point from which to begin discussions with the U.S. Navy. To do so, a general overview of each of the different types of industries expected to grow within the harbor will be

examined first. Then, each pier area or major facility will be discussed with regards to both short term and long term plans.

2. MSC/DOD Support Functions.

As discussed earlier, the continued operational forward deployment of MSC vessels out of Guam is a fundamental element to assure a minimal negative impact on Guam's economy and federal employees currently employed at activities to be affected by BRAC'95 actions. In the absence of DOD support for this "transition," the magnitude of the negative impact of BRAC'95 actions is certain to have far-reaching effects on the general relationship between the governments of Guam and the United States.

DOD support for the continued operation of MSC vessels currently deployed out of Guam, with their repair and load-out support continuing under mutually agreed and price-competitive privatization initiatives of the Government of Guam, assures a minimal impact of the BRAC'95 decision on Guam's economy and the employability of personnel at the Navy-operated facilities slated for BRAC'95 actions. DOD support for this transition will also assure that the preservation of a ready state of the facilities to meet DOD's emergent needs in Guam, thus negating the requirement for extensive mothballing costs (See comments of the Secretary of the Navy before BRAC, June 1995, transcripts).

While the Government of Guam is beginning actions to meet the good faith commitment of the U.S. Navy with respect to servicing MSC vessels, it is the intention of the Government of Guam to also seek a "BRAC'95 Favored Community" status from DOD. Unlike the mechanisms of this status which appear to have been bestowed upon the communities of Sacramento, CA and San Antonio, TX, the Government of Guam does not anticipate a one-to-one "in-place" transition; rather Guam will seek this status (or in-house preference) to assure that it is granted the opportunity to provide DOD-determined levels of support at a competitive cost basis, with this competitive basis being compared on a national and regional basis. It should be noted, however, that the Government of Guam is unable to compete with cost-subsidies as provided by the Government of Japan. Pursuant to DOD support for privatized facilities, however, Guam offers a more stable platform for future operations.

Two principle facilities, which are slated to be affected by the BRAC'95 actions, are the focus of the Government of Guam's request to the U.S. Navy/DOD for the assignment of operational functions to Guam: the Ship Repair Facility and the Fleet and Industrial Supply Center. The following is an overview of the Government of Guam's proposal as it relates to these facilities and their privatized relationship to U.S. Navy/DOD operational functions in Guam.

Ship Repair Facility. In the short-term the Government of Guam looks to initiate "joint use" of the SRF with the Navy prior to its closure, including the maintenance of staffing levels necessary to support continuing requirements and the licensing of areas that may not be required for use by the U.S. Navy. After closure but before transfer, Guam would require a lease of the military assets to perform repairs and overhauls for the MSC vessels (of all classes), provide support for the Tender, and perform repairs and overhauls for the various support ships and vessels that the Navy will either maintain in Apra Harbor or which may be assigned to Guam for scheduled work in relation to Guam's competitive cost-basis.

In both the short-term (pre-closure) and mid-term (immediate post-closure) the Government of Guam anticipates assuming non-military work while accommodating mutually agreed military service scheduling requirements.

Over the long-term, as a privatized facility gains full momentum, the Government of Guam anticipates arrangements which do not require the "assignment" of military work to the facility. However, given the anticipated competitive cost-basis for work at the facility (vis-a-vis military depot centers and those utilized by the military in other nations) the Government anticipates pursuing such service opportunities. Moreover, the Government of Guam is prepared to reach mutually agreeable standards for the utilization of the facility to meet emergent military requirements.

Fleet & Industrial Supply Center (FISC). FISC Guam must remain viable and perhaps under Navy management in the short term to continue to support the MSC ships operating from Guam to support the Seventh Fleet. Guam will work with FISC to analyze their operations and develop a transition and privatization plan. Over the long term Guam will assume management of FISC spaces with a long-term lease from the Navy. Guam will then transition the operation of FISC from Navy day-to-day management to contract management. If extra space is freed up during this operation, the Port Authority will make it available for other civilian uses.

Other DoD support functions, including servicing the needs of retained assets (dry docks, cranes, service craft) as well as other operations (work for the submarine tender) are anticipated. Assigned work from other DoD Command, both on-island as well as off-island would be welcomed.

3. Ship Repair.

Both short term and long term, under public or private management, the SRF will continue to be a linchpin support industry within Apra Harbor. Today the commercial port is losing

business by not having access to a first-rate ship repair facility. A privatized SRF will be able to continue to support Navy missions, but it will also be able to expand to provide needed repair and overhaul services to Guam's growing maritime industries. Long term in the private sector the SRF will be used to repair ships of the expanding Fishing Fleet and any emergent repairs for the container vessels and the passenger ships. The dry dock will also be used for out-of-water repairs to these ships. Guam also plans to install a new synchro-lift to support the Fishing Fleet vessels.

4. Container Discharge and Transshipment.

Nothing large moves in or out of Guam without passing through the Port. Guam's capabilities to handle that traffic must expand as the local economy, and the Pacific economy, expands. For that Guam will need to expand the "lay down" areas and install cranes along many of the joint use piers. There will also be a growth in transshipment for Micronesia as business activity grows within the Western Pacific islands. Cargo will be brought in bulk to Guam where it will be repackaged ("re-vanned") for further shipment to particular islands.

There is also the potential for Guam to grow as a container staging area for U.S.-Asian container traffic. Many of the container ships plying the Pacific rim are too small to be efficient trans-Pacific carriers. There is a niche to fill that will allow Asian container ships to shuttle between the Pacific Rim destinations and Guam. In Guam those cargoes will first be consolidated, then pre-cleared through U.S. Customs, stored in bonded warehouses, and loaded on larger U.S. and foreign flag trans-Pacific carriers. Naturally, the facilities on Guam will allow the reverse process as well.

5. Warehousing.

There is currently a growing need for warehousing space in Guam in general and in the Port specifically. Guam anticipates using the former Navy warehousing, especially in conjunction with the transshipment listed above, to fill that void. It will be used primarily at first to service the MSC fleet, but any excess space will be used to service the growing private sector need. Over the long term, open space will be used as necessary to expand the number of warehouses.

6. Fishing Fleet.

There is a tremendous amount of pent up demand for service within the growing fishing fleet in the waters around Guam. This is one of the first areas into which Guam will expand. Guam envisions now 1,000 landings per year from a fleet of about 150 purse seiners and

long-liners. It is also anticipated that this fleet will expand to some 500-1,000 vessels. Access to the piers within Inner Apra Harbor will enhance significantly the level of services provided to this segment of the maritime industry. Just some of those improved services are discharge and transshipment of catches, provisioning, net repair, ship repair and R&R for fishing fleet crews. A single purse seiner is capable of spending \$700,000 to \$1 million per year in port services. In the future Guam also intends to expand the area along Dry Dock Point as a fishing fleet service area.

7. Passenger Ship Terminal.

Guam now receives 25-30 passenger ship arrivals per year, mostly in the winter months. Japanese tourists ride these vessels from Japan to Guam, spend a few days on Guam, and then fly back to Japan. A second group fills the ship by taking their vacations in the reverse fashion, flying in and sailing out. These ships must land in the port's industrial area and be transferred to the hotel areas by busses that are routed through the middle of the associated and unappealing industrial activities. Guam has already been approached by the passenger ship industry to provide space for them to build passenger terminal facilities, which they will also finance. In the short term, Guam intends to use space at Victor wharf in Inner Apra Harbor near the main gate to better accommodate these paying visitors. Over the long term Guam intends to construct a complete passenger ship/restaurant area centered on Dry Dock point.

8. Other Long Term Reuse.

Other long term potential plans include additional hotels and restaurants at various scenic points around the harbor, perhaps accompanied by a golf course or other recreational facilities. Guam also believes that as the industrial park areas on other parts of Guam become crowded, or the character of their tenants will change, the port will be used as a natural site for expanded industrial park purposes.

9. Facility Utilization by Site.

Each specific area within the Apra Harbor complex will now be examined, both long and short term where applicable.

X-ray Wharf. X-ray wharf currently houses FISC warehouses, one of which is refrigerated. In the short term Guam wants to make joint use of excess parts of the wharf and the warehousing while the Navy continues to operate the facility to support the MSC operation. Guam already has received a request from the Guam Department of Agriculture for lease of some of the cold storage area. For the long term, Guam intends to use the wharf as part of a

privatized FISC to support the Navy's MSC operations. Any excess space will be leased out.

Victor Wharf. Victor wharf is the largest wharf area in the Apra Harbor complex, and it nearly abuts the Main Gate. Guam intends in the short term to request joint use the wharf immediately as a site for passenger vessels. Passengers will disembark on the wharf and be loaded into buses for transportation to their hotels. Guam also intends to use Victor wharf in a similar fashion for the locally based cruise and restaurant boats that support the tourist industry. A portion of the wharf and the area behind it will also be used as a net lay-down and repair area for the purse seiners. In the long term Guam intends to build up and improve the area to support a large container discharge area, complete with up to three gantry cranes on rails running parallel to the waterfront. All interim uses will be moved to other more permanent and appropriate locations.

Uniform/Tango Wharves. Both these wharves are in need of earthquake damage repair. In the short term, and especially until those repairs are made, Guam envisions using this area for private sector vessel resupply and provisioning. Once the repairs are made, Guam supports the use of Uniform Wharf for transitional use by the Coast Guard, the SEALSS, and for NAVACTS service craft. Overflow vessel mooring will be accommodated on Tango wharf. Over the long-term the buildings behind Tango wharf will become an area of bonded warehouses as part of a Container Freight Station. It is here that Guam will conduct container transshipping as well as "vanning" and "de-vanning."

Sierra Wharf. Sierra wharf is another long wharf, but it suffered greatly in the earthquake. Repairs have yet to be made to it. In the short term it will continue to be used to resupply the MSC vessels. In the long term Guam will continue to use it for the same activities, but Guam also envisions installing gantries, bonding the warehouses, and using it for vanning and de-vanning, storage, an off-load site for Roll-On/Roll-Off ships (RO/ROs) and a car storage area.

Romeo Wharf. Romeo wharf will most likely continue to be used for MSC outfitting. There is some potential for warehousing, but it will probably continue to serve best as a wharf site for ships under repair at the SRF.

Quebec, Papa, Oscar, November, Mike & Lima Wharves. These six piers are all located near or on the SRF site, and they will continue to be used to support the SRF's activities both before and after the transition.

FISC Spaces behind Oscar, Uniform, Tango, Sierra, and Romeo Wharves. These facilities have been touched on elsewhere, but suffice it to say Guam intends to make use of these under

privatization in a fashion similar to how they are being used now.

SRF. The SRF was also covered elsewhere. It will perform a function after transfer similar to its current function.

Sumay Cove Marina. Sumay Cove is currently used by the Navy as a small pleasure boat marina, and Guam intends to retain that concept and expand it. It will be used also as a Harbor of Refuge. Guam also intends to allow joint use of the commercial marina facility by military personnel at favorable MWR rates. Over the long term Guam intends to add more slips and improve the existing ones. The Small Boat Repair facility will be improved and expanded and both "arms" of the cove will be opened up for marina use.

Orote Point. Orote Point is a national historical site and much of it falls within the explosive arc from the Navy's ammunition Kilo wharf. The point will be used predominately as a recreational and historical site. There is a possibility of developing the Orote airfield for light private aircraft use and small inter-island commercial aircraft ventures. Moreover, the area near Kilo wharf is capable of being used by aircraft carriers with the addition of another wharf or berthing apparatus which we are told has been preplanned for more rapid installation if required.

Historic Areas. There are a number of historic sites within the Naval Activities area that need to be returned to Guam for continued protection. These include two cemeteries and other artifacts of the original Sumay village that was destroyed during World War II.

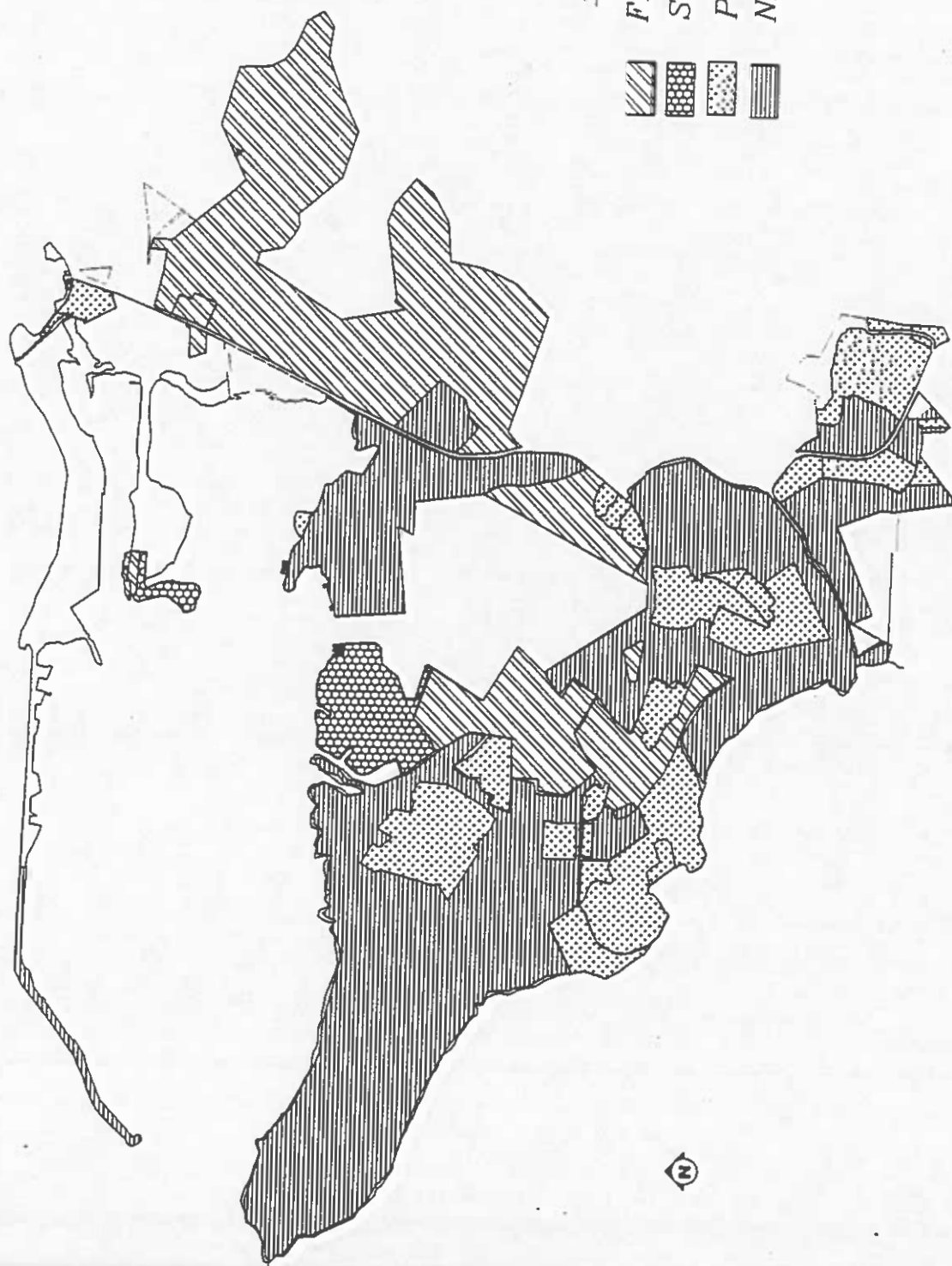
Dry Dock Point. On Dry Dock point Guam facilities will coexist with the remaining FISC fuel facilities that BRAC'95 recommended be retained for DOD fuel requirements. Over the long-term Guam intends to put a passenger ship facility on the southern point, including one or two deep water piers and a passenger terminal. An area along the western side will be developed for restaurants and tourist shops. The Marianas Yacht Club will continue to operate on the southern side of the main access road, and the surrounding area will be upgraded as a public park. The cove between the yacht club area and the point is ideal for the expansion of commercial water sports facilities. The north side of the access road will be an expansion area for a net lay-down and repair area for the fishing fleet.

Polaris Point. Finally, Polaris Point is the area where the submarine tender now sits, and it is where the Navy intends to leave it. By the end of the BRAC process, the land on each side of the entrance road will be returned to Guam. It will be developed as a container lay-down area.

Summary. The ideas listed above are Guam's initial thoughts. Guam intends to present them

publicly so that interested parties can see the directions Guam would like to pursue. In the meantime, Guam will begin putting together Master Plans and then detailed Business Plans, which in turn will be presented formally. The latter will act as formal blue prints and plans of action. These ideas will change as they are reviewed and comments from outside are received.

Locellon



Legend

- | | |
|---|---------|
|  | FISC |
|  | SRF |
|  | PWC |
|  | NAVACTS |

Naval Installations - Apra Harbor Complex

SECTION - THREE

APRA HARBOR DEVELOPMENT NEEDS POSITION PAPER

SUMMARY

Apra Harbor Development Needs Position Paper

Vision for Apra Harbor

Redevelop portions of the naval base for best and highest use, integrating its facilities and functions with those of the Commercial Port and Guam's business community. Revitalize these assets to diversify products and services; stimulate the economy to generate new capital, retain critical skills, and promote the creation of a variety of new employment opportunities; provide for the homeless; increase recreational and leisure opportunities; and advance tourism.

Basis for Discussions

Realizing the vision requires attainment of the following nine objectives. As Guam discusses the release of BRAC 95 properties, attention will focus on assets that are requisite to their fulfillment. Guam's long-term economic vitality will be greatly influenced, and perhaps even determined, by the degree of success it achieves in discussing the release of these specific assets.

Objective 1: Wharfage and Acreage for a Full-Service Fishing Port

Requirement: (a) Wharf frontage for off loading fish catches and taking on voyage supplies. (b) Facilities and open space adjacent to the fishing wharf for bait storage, ice plant, packing plant, salt storage, ship supplies, fisherman's storage. (c) Expeditious completion of the environmental baseline survey (EBS) to facilitate the early lease of properties prior to deed transfer. (d) Completion of clean-up plans and mitigation consistent with final reuse.

Objective 2: Facilities to Support Increased Cruise Ship Arrivals

Requirement: (a) Immediate licensing, and later deed transfer of wharf frontage for accommodating cruise ships. (b) Construction of land-side facilities to facilitate bus access and land tours. (c) Expeditious completion of the EBS to facilitate the early lease of properties prior to deed transfer. (d) Completion of clean-up plans and mitigation consistent with final reuse.

Objective 3: Ship Repair Facilities and Industrial Yards

Requirement: (a) Closure and fee simple deed transfer of the naval ship repair facility

(SRF) for conversion into a maintenance and repair facility to support industrial and light manufacturing functions. (b) Long-term maintenance agreement for servicing all boats that will remain assigned to NAVACTS. (c) Opportunity to service Military Sealift Command (MSC) ships, particularly if the Navy elects to continue their forward deployment in Guam. (d) Sustain current employment levels. (e) Expeditious completion of the EBS to facilitate the early lease of properties prior to deed transfer. (f) Completion of clean-up plans and mitigation consistent with final reuse.

Objective 4: Warehousing and Open Storage Areas

Requirement: Fee simple transfer and privatization of existing FISC warehousing operations so private commercial enterprises can support navy needs as well as the private sector. Establish the Navy as a long-term customer. Expeditious completion of the EBS to facilitate the early lease of properties prior to deed transfer. Completion of clean-up plans and mitigation consistent with final reuse.

Objective 5: Acreage for Commercial Retail Facilities

Requirement: Acreage/open space adjacent to cruise ship/dinner cruise wharf(s) for the development of a commercial and retail center to service passenger cruise travelers and dinner cruise guests. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Objective 6: Facilities to Promote Tourism

Requirement: Transfer of all lands/facilities on Drydock Island (except for fuel point needs) to allow the development of a tourist-oriented theme park complex, recreational facilities, and preservation of conservation areas. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Objective 7: Expanded Recreational Opportunities to Improve the Quality of Life

Requirement: Transfer of the Sumay Cove marina for joint-use as a small boat marina. Joint-use of Orote Point for selected recreational purposes.

Objective 8: Conservation Areas to Preserve the Environment

Requirement: Transfer of properties on Orote Point except that needed for naval housing and ammunition off loading to allow for joint recreational areas, restoration of historical sites, and tourist-related facilities that are compatible

with the ESQD requirements of Kilo wharf. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Objective 9: Housing for the Homeless

Requirement: Consider the use of selected excess navy lands for accommodating Guam's homeless. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Approved by the BRAC '95 Steering Committee and the Board of Directors, Guam Economic Development Authority (LRA) on April 19, 1996.

Apra Harbor Development Needs Position Paper

Approved April 19, 1996

Vision for Apra Harbor

Redevelop portions of the naval base for best and highest use, integrating its facilities and functions with those of the Commercial Port and Guam's business community. Revitalize these assets to diversify products and services; stimulate the economy to generate new capital, retain critical skills, and promote the creation of a variety of new employment opportunities; provide for the homeless; increase recreational and leisure opportunities; and advance tourism.

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Realizing the vision requires attainment of the following nine objectives. As Guam discusses the release of BRAC 95 properties, attention will focus on assets that are requisite to their fulfillment. Guam's long-term economic vitality will be greatly influenced, and perhaps even determined, by the degree of success it achieves in discussing the release of these specific assets.

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Discussion: Currently, long-liners discharge their cargo at wharves F-3 and F-4, competing for wharf space with container ships, break-bulk cargo, and sometimes cruise ships. Fishing boats are frequently tied-up three or more abreast because of congestion and dock shortage. Purseiners call on Hotel wharf when maintenance is required. This same wharf is used normally by Guam's dinner cruise industry. A small fenced in area adjacent to the Hotel wharf provides a rudimentary facility for net repairs and maintenance.

The existing facilities are inadequate to meet current demands, and clearly restrain the growth of Guam's fishing industry to its full potential. Without

acquisition of wharves and facilities currently used by the Navy, Guam's fishing industry cannot sustain the dramatic increase in transshipments that has been realized since 1986. While the region has the potential for supporting 1,000 or more long-liners and an equivalent increase in the number of purseiners, such growth can occur only if Guam can develop port infrastructures to service their needs.

Acquisition of Victor wharf will allow Guam to develop a full-service capability to off-load fish, load voyage supplies including ice, salt, and provisions, and to facilitate the efficient packing of off loaded fish for air transshipment to Tokyo and the Japanese consumer market.

Objective 2: Facilities to Support Increased Cruise Ship Arrivals

Requirement: (a) Immediate licensing, and later deed transfer of wharf frontage for accommodating cruise ships. (b) Construction of land-side facilities to facilitate bus access and land tours. (c) Expeditious completion of the EBS to facilitate the early lease of properties prior to deed transfer. (d) Completion of clean-up plans and mitigation consistent with final reuse.

Discussion: About 15 separate international passenger ships call on Guam an average of twice a year for a total of approximately 30 cruise ship visits per year. While the numbers of cruise ship passengers have been sporadic, it appears to be recovering from the low in 1993.

One reason for the sporadic nature of passenger travel may be the total lack of passenger support facilities within the Commercial Port. Presently, cruise ships dock at Hotel wharf or sometimes, at wharves F-3 and F-4. Hotel wharf is an open concrete dock with no permanent structure—clearly, unacceptable as an international tourist arrival point. The primary function of wharves F-3 and F-4 is to discharge and load containerized cargo.

For Guam to maintain cruise travel interests and expand to its full potential, modern land-side support structures are needed. Tango, Uniform, and/or Victor wharves are ideally suited as it is close to the ground transportation needed to transport guests to tourist attractions and accommodations.

Objective 3: Ship Repair Facilities and Industrial Yards

Requirement: (a) Closure and fee simple deed transfer of the naval ship repair facility

(SRF) for conversion into a maintenance and repair facility to support industrial and light manufacturing functions. (b) Long-term maintenance agreement for servicing all boats that will remain assigned to NAVACTS. (c) Opportunity to service Military Sealift Command (MSC) ships, particularly if the Navy elects to continue their forward deployment in Guam. (d) Sustain current employment levels. (e) Expeditious completion of the EBS to facilitate the early lease of properties prior to deed transfer. (f) Completion of clean-up plans and mitigation consistent with final reuse.

Discussion:

Upon closure of the SRF in September 1997, over 450 civilian positions will be eliminated. These employees possess skills and qualifications that are not duplicated elsewhere in Guam, nor in Micronesia or the western Pacific. Loss of these skilled workers will preclude Guam from achieving its goal of diversifying its sustainable economic base.

Guam intends to maintain its residents' skills and specifically, ship repair capabilities, through privatization of the SRF. Privatization will allow Guam to continue to provide service to the Navy in maintaining its small fleet of boats assigned to Guam, as well as to service MSC ships that are likely to remain forward deployed to Guam. Privatization will also allow Guam to initiate maritime support services to the expanding fishing fleet and small recreational boats, as well as providing such emergent repairs as may be needed for the regularly traversing container, break-bulk, and passenger ships. Moreover, privatization will allow Guam's commercial business concerns to diversify repair and overhaul services to industries beyond the maritime trade. The SRF's one-of-a-kind foundry, motor rewind facility, and environmentally-controlled painting and corrosion control facility are unique assets that must be economically exploited.

Guam further intends to capitalize on the availability of SRF assets by developing a skilled vocational training educational system focused on the SRF facilities. Guam envisions a Micronesian center of excellence that would train tomorrow's workers throughout the western Pacific.

Objective 4: Warehousing and Open Storage Areas

Requirement:

Fee simple transfer and privatization of existing FISC warehousing operations so private commercial enterprises can support navy needs as well as the private sector. Establish the Navy as a long-term customer. Expeditious completion of the EBS to facilitate the early lease of properties prior to deed transfer. Completion of clean-up plans and mitigation consistent with final reuse.

Discussion: Currently, the FISC services only the needs of the U.S. Navy. Although a substantial amount of warehousing space, wharf frontage, and open storage areas are set-aside for its operations, for all practical purposes, none of it directly benefits the Guam commercial trade.

Guam believes that increased capability to manage and control supplies and break-bulk commodities is crucial in its efforts to sustain the present economic recovery. Having experienced first-hand the realities of reliance on limited revenue sources—primarily tourism—Guam recognizes the pressing need to diversify its tax base and income structure.

Privatization of the FISC operations with private businesses providing services to both the Navy and the private sector results in a win-win situation. The Navy receives its needed supplies at competitive market rates while Guam realizes a diversification of its economic structure. Excess warehouse space and unused open spaces within the FISC area can be exploited by entrepreneurs to ease Guam's critical shortage of commercial warehouse space. Warehousing operations that are currently dispersed throughout the island can also be consolidated in a more efficient and effective arrangement.

Objective 5: Acreage for Commercial Retail Facilities

Requirement: Acreage/open space adjacent to cruise ship/dinner cruise wharf(s) for the development of a commercial and retail center to service passenger cruise travelers and dinner cruise guests. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Discussion: Relocation of cruise ship berthing to the inner harbor provides Guam an opportunity to further promote cruise and recreational ocean travel. Using lands adjacent and inland of the new cruise ship terminus, Guam intends to construct a new commercial retail center directed primarily (but not solely) towards inbound and outbound passengers.

Conceptually, Guam envisions a complex similar, but not identical in scope or size, to *Aloha Tower Market Place* in Honolulu, *Seaport Village* in San Diego, and *Fisherman's Wharf* in San Francisco. Guam intends to create its own version of a port-of-call, taking successful themes from others and adapting them to meet the specific needs of Guam. The proximity of the fishing fleet (now also within the inner harbor) will certainly be a factor that will be capitalized upon.

Objective 6: Facilities to Promote Tourism

Requirement: Transfer of all lands/facilities on Drydock Island (except for fuel point needs) to allow the development of a tourist-oriented theme park complex, recreational facilities, and preservation of conservation areas. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Discussion: Tourist arrivals is expected to rise to nearly 2 million by the year 2000. Guam's prime tourist destination, Tumon Bay, is virtually at capacity. Tourists are increasingly seeking activities beyond the Tumon locale.

To continue the enhancement and expansion of activities and attractions for tourists, Guam is considering several alternatives for the development of a new theme park on Drydock Point. Guam's typical tourist from Asia is an activity-oriented visitor and expects an abundance of active recreational opportunities. Drydock Point has the potential for offering a variety of water-related recreation services including swimming, boating, diving, and snorkeling, as well as land-based park facilities. The area has an added bonus in that it is adjacent to existing conservation areas. Guam intends to fully preserve these wetlands and marine sanctuaries and integrate them into the proposed tourist-related facilities.

Objective 7: Expanded Recreational Opportunities to Improve the Quality of Life

Requirement: Transfer of the Sumay Cove marina for joint-use as a small boat marina. Joint-use of Orote Point for selected recreational purposes.

Discussion: Two marinas service small boat owners in Guam—Agana Marina and Agat Marina. Waiting lists for boat slips are the rule. Neither of the harbors are as well-protected from high waves as the Navy's recreation area in Sumay Cove.

Guam seeks transfer of the Sumay Cove marina for conversion as a joint-use marina. A third small-boat marina at Sumay will serve to immediately relieve the shortage of boat slips. Facility enhancements to the Sumay marina will benefit both Guam residents and U.S. Navy personnel.

Objective 8: Conservation Areas to Preserve the Environment

Requirement: Transfer of properties on Orote Point except that needed for naval housing and ammunition off loading to allow for joint recreational areas, restoration of historical sites, and tourist-related facilities that are compatible with the ESQD requirements of Kilo wharf. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Discussion: Although Guam recognizes that use of Orote Point must conform to safety requirements of ammunition activities, we nevertheless believe that the full potential and best use of land are not being presently realized. Additionally, while Orote Point is of significant historical importance in Guam's development, it remains inaccessible.

Guam seeks to rectify these shortcomings by increasing public use of Orote Point. Development will be limited. Consistent with ESQD requirements, Guam proposes to provide limited-scale joint recreational facilities, restoration and recognition of culturally significant sites, and provide tourist-related facilities where practical.

Objective 9: Housing for the Homeless

Requirement: Consider the use of selected excess navy lands for accommodating Guam's homeless. Completion of the EBS, clean-up plans, and mitigation consistent with final reuse.

Discussion: Although Guam's homeless population is not large, it does not have adequate nor permanent facilities for them. Release of excess naval properties provides the opportunity to correct the status quo. Guam intends to justify and aggressively pursue the conversion of selected facilities for use by the homeless.

Approved by the BRAC '95 Steering Committee and the Board of Directors, Guam Economic Development Authority (LRA), on April 19, 1996

SECTION - FOUR

**PROJECTED ECONOMIC IMPACT
OF THE BRAC '95 DECISION BY THE CLOSURE
DATE: SEPTEMBER 1997**

PROJECTED ECONOMIC IMPACT OF THE BRAC '95 DECISION BY THE CLOSURE DATE: SEPTEMBER 1997

Activity	Active Duty	Civil Service	NAF/ MWR	Total	Estimated Loss of Salaries FY97-98	Estimated Loss of Sec 30 \$\$\$ (13%)
VQ-1 & VQ-5 Squad.	2,237	0	0	2,237	78,482,200	10,202,686
Other Navy	2,323	1,416	333	4,072	200,329,865	26,042,883
Total	4,560	1,416	333	6,309	278,812,065	36,245,569

Source: COMNAV SURFAC Activity Data Call Worksheet for BRACC '95 Certification, 1994
Department of Defense Report to BRACC '95, March 1995. BRAC '95 Scenario Development Data Call.

DISPOSITION OF ACTIVE-DUTY, DOD CIVILIAN & NON-DOD CIVILIAN (FY 1996 - FY 1999) U.S. NAVY, GUAM

4/19/95

TOTALS FY 1996-1999

	Officer		Enlisted		Total Military		Appropriated		Billet/Pos Xfer In To	Billet/Pos Xfer Out To
	Xfer In	Xfer Out	Xfer In	Xfer Out	Xfer In	Xfer Out	Total Civilian	Total Military		
NAVY COMMAND	14	0	201	0	215	0	287	0	48	0
Naval Activities	0	0	0	0	0	0	0	0	0	0
Naval Magazine	0	0	0	0	0	0	0	0	0	0
EOD MU 5 DET	14	0	5	0	8	0	0	0	0	0
EOD MU 5	0	0	74	0	88	0	0	0	0	0
MONAG	0	0	0	0	0	0	0	0	0	0
Pers Supt Det	1	0	48	0	49	0	0	0	0	0
NSW U1(SEALS)	12	0	37	0	49	0	1	0	0	0
DET CAT	0	0	0	0	0	0	0	0	0	0
Nav Band CINCPACFLT	0	0	0	0	0	0	0	0	0	0
NMCR-133	0	0	0	0	0	0	0	0	0	0
COMTHIRDNCB DET CAT	2	0	14	0	16	0	0	0	0	0
COMTHIRDNCB DET	2	0	0	0	0	0	0	0	0	0
COMNAVMAF	2	0	3	0	5	0	0	0	0	0
Del Comm Agency	8	0	6	0	14	0	0	0	0	0
PWC	0	0	0	0	0	0	0	0	0	0
ONCC	1	0	3	0	4	0	0	0	0	0
Nav Base Sec	0	0	0	0	0	0	0	0	0	0
NCISRA	0	0	0	0	0	0	0	0	0	0
USPACOM SA	0	0	0	0	0	0	0	0	0	0
NAV E&T PMGMT	0	0	0	0	0	0	0	0	0	0
FISC	0	1	20	3	21	4	69	42	244	0
SFR	1	0	8	0	9	0	36	0	625	0
SUBGROUP SEVEN	0	0	0	0	0	0	0	0	0	0
Nav Leg Serv Off	0	0	0	0	0	0	0	0	0	0
Nav Fam Serv Ctr	0	0	0	0	0	0	0	0	0	0
COMLOG WESTPAC REP	0	0	0	0	0	0	0	0	0	0
NTCC Nimitz Hill	0	0	0	0	0	0	0	0	0	0
Nav Dental Ctr	0	0	0	0	0	0	0	0	0	0
NPAOC W SCIF	0	0	0	0	0	0	0	0	0	0
NAV Pac Met Ocean JTWC	0	0	0	0	0	0	0	0	0	0
ATG WestPac	10	12	0	0	25	7	0	0	0	0
FLT IMAGING	0	0	0	0	0	0	0	0	0	0
MIL SEA COMM	0	0	0	0	0	0	0	0	0	0
USNS CATAWBA	0	0	0	0	0	0	0	0	0	0
USNS NARRAGANSET	0	0	0	0	0	0	0	0	0	0
USNS SAN JOSE	0	0	0	0	0	0	0	0	0	0
USNS SPICA DET	0	0	0	0	0	0	0	0	0	0
USNS MARS	0	0	0	0	0	0	0	0	0	0
USNS NIAGARA FALLS	0	0	0	0	0	0	0	0	0	0
USNS FLINT	0	0	0	0	0	0	0	0	0	0
USNS KILAUEA DET	0	0	0	0	0	0	0	0	0	0
Nav Res Act (NEX) 1/	0	0	0	0	0	0	0	0	0	0
NavFac Caretaker	1	0	0	0	1	0	12	0	0	0
Army Vet Det	0	0	0	0	0	0	0	0	0	0
DPSDBO	0	0	0	0	0	0	0	0	0	0
Info Proc	0	0	0	0	0	0	0	0	0	0
PROSSAC	0	0	0	0	0	0	0	0	0	0
DRMO	0	0	0	0	0	0	0	0	0	0
DFAS	0	0	0	0	0	0	0	0	0	0
DFAS(PWC)	0	0	0	0	0	0	0	0	0	0
MTMC	0	0	0	0	0	0	0	0	0	0
MPSRON 3	0	0	0	0	0	0	0	0	0	0
NAS AGANA	0	0	0	0	0	0	0	0	0	0
HC-5	0	0	0	0	0	0	0	0	0	0
Security	0	0	0	0	0	0	0	0	0	0
NAV HOSP	0	0	0	0	0	0	0	0	0	0
NCTAMS	0	0	0	0	0	0	0	0	0	0
TOTAL	68	120	94	374	597	812	1,203	825	2,807	0

1/ Non-appropriated civilian employees
A Navy component at Andersen AFB

Source COMNAVUSURFAC Activity Data Call Worksheet for BRACC-95 Certification, 1994

Department of Defense Report to BRACC 95, March 1995, BRAC-95 Scenario Development Data Call

ATTACHMENT 2 (Revised) PROJECTED NAVY ACTIVITY PERSONNEL & SALARY BY 1997

NAVY ACTIVITY	TOTAL PERS FY/93	Estimated Salaries FY/93	TOTAL PERS FY/95	Estimated Salaries FY/95	TOTAL PERS FY/97	Estimated Salaries FY/97	Est Loss of Salaries FY93-FY95	Est Loss of Salaries FY95-FY97	Est Sec 30 Loss(1994) FY93-FY97
COMNAVJAG	84	\$2,125,488	84	\$2,125,488	84	\$2,125,488	\$0	\$0	\$0
NCTAMS	1,020	\$25,809,499	1,020	\$25,809,499	570	\$14,422,955	\$0	\$11,386,544	\$1,480,251
Naval Station Activities 1/									
MSC WESTPAC 2/	17	\$430,158	17	\$430,158	0	\$0	\$0	\$430,158	\$65,921
USS SAN JOSE (AFS-7) 2/	357	\$9,033,325	357	\$9,033,325	0	\$0	\$0	\$9,033,325	\$1,174,332
USS NIAGARA FALLS (AFS 3) 2/	393	\$9,944,248	393	\$9,944,248	0	\$0	\$0	\$9,944,248	\$1,292,752
USS HALEAKALA (AE 26) 2/	303	\$7,009,939	0	\$0	0	\$0	\$7,009,939	\$7,009,939	\$996,702
USS HOLLAND (AS 32) 2/	1,308	\$33,099,887	0	\$0	0	\$0	\$33,099,887	\$33,099,887	\$4,302,595
USS WHITE PLAINS (AFS-4) 2/	384	\$9,716,517	384	\$9,716,517	0	\$333	\$0	\$9,716,184	\$1,283,104
NAVSTA	173	\$4,377,493	173	\$4,377,493	66	\$1,644,723	\$0	\$2,732,770	\$355,290
P80 NAVSTA	108	\$2,732,770	108	\$2,732,770	81	\$2,049,578	\$0	\$683,193	\$88,815
PWCORC	24	\$607,282	24	\$607,282	18	\$455,462	\$0	\$151,821	\$19,737
U.S. NAVAL DENTAL CENTER	53	\$1,341,082	53	\$1,341,082	40	\$1,012,137	\$0	\$328,945	\$42,763
U.S. NAVAL HOSPITAL	464	\$11,740,792	464	\$11,740,792	348	\$8,805,694	\$0	\$2,935,198	\$381,578
NAVAL BRF 2/	141	\$3,567,784	25	\$632,588	0	\$0	\$2,935,198	\$3,567,784	\$463,812
COMLOG WESTPAC REP	6	\$151,821	6	\$151,821	4	\$101,214	\$0	\$50,607	\$9,579
U.S. NAVY LEGAL SERVICE OFFICE	15	\$379,551	15	\$379,551	11	\$278,338	\$0	\$101,214	\$13,158
MOBILE MINE ASSEMBLY GROUP UNIT EIGHT	82	\$1,568,813	82	\$1,568,813	47	\$1,178,809	\$0	\$390,003	\$50,988
LOGISTIC SYSTEM BUSINESS AGENCY	18	\$455,462	18	\$455,462	14	\$354,248	\$0	\$101,214	\$13,158
FISC GUAM 2/	63	\$1,594,116	63	\$1,594,116	0	\$0	\$0	\$1,594,116	\$207,235
COMNAVJAG EXCHANGE	1	\$25,303	1	\$25,303	1	\$25,303	\$0	\$0	\$0
NISE WESTPAC GUAM	1	\$25,303	1	\$25,303	1	\$25,303	\$0	\$0	\$0
NAVAL AIRBORNE WEAPONS MAINT. UNIT ONE	27	\$683,193	27	\$683,193	20	\$506,098	\$0	\$177,124	\$23,026
NAVOCEANCOMCEN GUAM/JTWC 2/	101	\$2,555,946	0	\$0	0	\$0	\$2,555,946	\$2,555,946	\$332,234
NAVAL SPECIAL WARFARE UNIT ONE	48	\$1,183,958	48	\$1,183,958	35	\$885,820	\$0	\$278,138	\$36,184
U.S. NAVAL MAGAZINE 2/	194	\$4,908,865	194	\$4,908,865	0	\$0	\$0	\$4,908,865	\$638,153
UNKNOWN	273	\$6,907,836	273	\$6,907,836	205	\$5,187,203	\$0	\$1,720,633	\$223,882
THIRD NCB DET CAT	19	\$480,765	19	\$480,765	14	\$354,248	\$0	\$126,517	\$16,447
CBMU 302	48	\$1,183,958	0	\$0	0	\$0	\$1,183,958	\$1,183,958	\$151,315
EODMU FIVE 2/	52	\$1,315,778	52	\$1,315,778	0	\$0	\$0	\$1,315,778	\$171,051
DECA	17	\$430,158	17	\$430,158	13	\$328,945	\$0	\$101,214	\$13,158
Naval Air Station Activities									
U.S. NAVAL AIR STATION	648	\$16,346,016	0	\$0	0	\$0	\$16,346,016	\$16,346,016	\$2,124,982
FLEET AIR RECONNAISSANCE SQUADRON ONE	435	\$11,006,992	0	\$0	0	\$0	\$11,006,992	\$11,006,992	\$1,430,909
FLEET IMAGING CENTER	15	\$379,551	0	\$0	0	\$0	\$379,551	\$379,551	\$49,342
FLEET AIR RECONNAISSANCE SQUADRON FIVE	193	\$4,883,562	0	\$0	0	\$0	\$4,883,562	\$4,883,562	\$634,863
FASO DET	7	\$177,124	0	\$0	0	\$0	\$177,124	\$177,124	\$23,026
FLEET LOGISTICS SQUADRON FIVE ZERO	437	\$11,057,599	0	\$0	0	\$0	\$11,057,599	\$11,057,599	\$1,437,488
HELICOPTER SUPPORT SQUADRON FIVE 2/	333	\$8,426,042	333	\$8,426,042	333	\$8,426,042	\$0	\$0	\$0
TOTAL	7,836	\$198,277,678	4,229	\$107,008,206	1,904	\$48,165,412	\$91,269,472	\$150,112,298	\$19,514,595

1/ Estimated 75% reduction of Naval Station force levels as a result of Defense Department Report to 1995 BRACC, March 1995.

2/ Anticipated disestablishment based on Defense Department Report to the 1995 BRACC, March 1995.

Source: Activity Force levels developed by Guam Manpower MGMT Dep(3/23/93) and provided to the Governor by COMNAVJAG(5/3/93)

ATTACHMENT 1 (Revised)

As of June 1995

PERSONNEL & SALARY ANALYSIS
NAS AGANA & AIRCRAFT SQUADRONS

	Total Auth. Lv1 (3-9/94) A	Total on board B	(Over)Under Auth. Level A-B	Est. Total Salaries C	Est. Salaries of Unfilled Vacancies D	Total Auth. Lv1 by April 97 1/ E	Est. Total Salaries F	Loss of Personnel 2/ A-E	Est. Loss of Salaries 3/ (C+D)-F	Sec 30 Revenue Est. Loss at 13% G	Sec 30 Revenue Est. Loss at 15% H
NAS AGANA											
NAF/MWR EM	185	185	0	\$1,800,000	\$0	0	\$0	185	\$1,800,000	\$234,000	\$270,000
NEX EMP	80	80	0	\$664,000	\$0	0	\$0	80	\$664,000	\$86,320	\$99,600
CIVIL SERVICE	245	250	-5	\$9,012,000	\$0	0	\$0	250	\$9,012,000	\$1,171,560	\$1,351,800
OFFICERS	29	29	0	\$2,146,812	\$0	0	\$0	29	\$2,146,812	\$279,086	\$322,022
ENLISTED	640	587	53	\$18,349,620	\$1,656,780	0	\$0	640	\$20,006,400	\$2,600,832	\$3,000,960
Total	1,179	1,131	48	\$31,972,432	\$1,656,780	0	\$0	1,184	\$33,629,212	\$4,371,798	\$5,044,382
VQ-1											
CIVIL SERVICE	0	0	0	\$0	\$0	0	\$0	0	\$0	\$0	\$0
OFFICERS	87	64	23	\$4,737,792	\$1,702,644	0	\$0	87	\$6,440,436	\$837,257	\$966,065
ENLISTED	392	361	31	\$11,284,860	\$969,060	0	\$0	392	\$12,253,920	\$1,593,010	\$1,838,088
Total	479	425	54	\$16,022,652	\$2,671,704	0	\$0	479	\$18,694,356	\$2,430,266	\$2,804,153
VQ-5											
CIVIL SERVICE	0	0	0	\$0	\$0	0	\$0	0	\$0	\$0	\$0
OFFICERS	41	38	3	\$2,813,064	\$222,084	0	\$0	41	\$3,035,148	\$394,569	\$455,272
ENLISTED	251	203	48	\$6,345,780	\$1,500,480	0	\$0	251	\$7,846,260	\$1,020,014	\$1,176,939
Total	292	241	51	\$9,158,844	\$1,722,564	0	\$0	292	\$10,881,408	\$1,414,583	\$1,632,211
HC-5											
CIVIL SERVICE	0	0	0	\$0	\$0	0	\$0	0	\$0	\$0	\$0
OFFICERS	78	54	24	\$3,997,512	\$1,776,672	0	\$0	78	\$5,774,184	\$750,644	\$866,128
ENLISTED	304	279	25	\$8,721,540	\$781,500	0	\$0	304	\$9,503,040	\$1,235,395	\$1,425,456
Total	382	333	49	\$12,719,052	\$2,558,172	0	\$0	382	\$15,277,224	\$1,986,039	\$2,291,584
Grand Total	2,332	2,130	202	\$69,872,980	\$8,609,220	0	\$0	2,337	\$78,482,200	\$10,202,686	\$11,772,330
NAF/MWR EM	185	185	0	\$1,800,000	\$0	0	\$0	185	\$1,800,000	\$234,000	\$270,000
NEX EMP	80	80	0	\$664,000	\$0	0	\$0	80	\$664,000	\$86,320	\$99,600
CIVIL SERVICE	245	250	-5	\$9,012,000	\$0	0	\$0	250	\$9,012,000	\$1,171,560	\$1,351,800
OFFICERS	235	185	50	\$13,695,180	\$3,701,400	0	\$0	235	\$17,396,580	\$2,261,555	\$2,609,487
ENLISTED	1,587	1,430	157	\$44,701,800	\$4,907,820	0	\$0	1,587	\$49,609,620	\$6,449,251	\$7,441,443

NAF/MWR - Non-appropriated Funds/Morale Welfare Recreation employees

NEX - Navy Exchange employees

1/ 114 positions transferred to Nav Act authorized 04/95

2/ Loss due to transfer to other areas, attrition, separation, RIF's

3/ Includes salaries of unfilled vacancies

Source: Memorandum Subject: Disestablishment of NAS & Relocation of

VQ-1, VQ-5, & HC-5, Dept of Navy, 13 July 1994;

MWR/Navy Exchange Questionnaire request, dated 23 April 1994.; 1995 Defense Report to BRACC, March

NOTE:

NAS Agana : Closure effective 4/1/95

VQ-1 : Relocate to NAS Whidbey Island effective 12/31/94

VQ-5 : Relocate to NAS North Island effective 10/01/94

HC-5 : Relocate to U.S. Conus effective 1995 BRACC

$$4 \mid 19 \mid 95$$

TOTALS FY 1986-1990															
	Officer			Enlisted			Total Military			Appropriated Total Civilian			Billet/Pos X'er In To	Billet/Pos X'er out To	
	X'er In	X'er Out	Elim	X'er In	X'er Out	Elim	X'er In	X'er Out	Elim	X'er In	X'er Out	Elim			
NAVY COMMAND	14	0	8	201	0	108	215	0	116	287	0	48	NAV ACT Guam		
Naval Activities	1	0	0	5	0	0	6	0	0	0	0	0	NAV ACT Guam		
Naval Magazine	1	0	0	5	0	0	6	0	0	0	0	0	NAV ACT Guam		
EOD MU 5 DET	14	0	0	74	0	0	88	0	0	0	0	0	NAV ACT Guam		
EOD MU 6	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
MOMAG	1	0	0	48	0	0	49	0	0	0	0	0	NAV ACT Guam		
Pers Supp Det	1	0	0	0	0	0	0	0	0	1	0	0	NAV ACT Guam		
NSW U1(1SEALB)	12	0	0	37	0	0	49	0	0	0	0	0	NAV ACT Guam		
NSW U1(1SEALB)	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
DET CAT	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
Navy Band CINCPACFLT	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
NMCB-133	2	0	0	14	0	18	16	0	0	0	0	0	NAV ACT Guam		
COMTHIRDCB DET CAT	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
COMTHIRDCB DET	2	0	0	3	0	0	3	0	0	3	0	0	NAV ACT Guam		
COMNAVMAF	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
Dat Comm Agency	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
PWC	8	0	0	66	0	23	6	0	35	53	0	19	NAV ACT Guam		
OICC	1	0	0	3	0	0	11	0	5	665	0	666	NAV ACT Guam		
Nav Base Sec	1	0	0	0	0	0	1	0	0	15	0	0	NAV ACT Guam		
NCISRA	1	0	0	82	0	24	83	0	12	0	0	0	NAV ACT Guam		
USPACOM SA	2	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
NAV EAT PMGMT	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
FISC	0	1	18	20	3	42	20	4	58	89	42	244	NAV ACT Guam	NavSta Hawaii	
SBRF	1	0	6	8	0	15	9	0	21	36	0	826	NAV ACT Guam		
SUBGROUP SEVEN	2	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
Nav Leg Serv Off	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
Nav Fam Serv Ctr	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
COMLOG WESTPAC REP	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
NTCC Nimitz Hqn	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
Navy Dental Ctr	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
NPJOC W SCIF	0	0	0	19	7	8	25	7	16	0	0	0	NAV ACT Guam		
NAV Pac Met Ocea/JTWC	0	1	0	0	0	0	0	0	0	0	0	0	NCTAMS Guam		
ATG WestPac	0	10	12	0	0	48	0	0	90	0	0	0			
FLT IMAGING	0	0	0	0	2	0	0	2	0	0	0	0			
MIL SEA COMM	0	5	1	0	0	3	0	0	4	0	0	0			
USNS CATAWBA	0	0	0	0	0	0	0	0	0	0	0	0			
USNS NARRAGANSET	0	0	0	0	0	0	0	0	0	0	0	0			
USNS SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0			
USNS SPICA DET	0	0	0	0	0	0	0	0	0	0	0	0			
USNS MARS	0	0	0	0	0	0	0	0	0	0	0	0			
USNS NIAGARA FALLS	0	0	0	0	0	0	0	0	0	0	0	0			
USNS FLINT	0	0	0	0	0	0	0	0	0	0	0	0			
USNS KILAUEA DET	0	0	0	0	0	0	0	0	0	0	0	0			
Nav Res Act (NEX) 1/	0	0	0	0	0	0	0	0	0	0	0	0			
NavFac Caretaker	1	0	0	0	0	7	1	0	0	0	0	1,019	NAVFACENGCOM, Guam		
Army Vet Det	0	0	0	0	0	0	0	0	0	12	0	0	NAV ACT Guam		
DPSSBO	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
Info Proc	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
PROSSAC	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
DRMO	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
DFAS	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
DFAS(PWC)	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
MTMC	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
MPSRON 3	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
NAS AGANA	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
HC-6	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
Security	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
NAV HOSP	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
NCTAMS	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0	0	0	0	0	0	0	0	0	0	0	NAV ACT Guam		
	0	0													

1/ Non-appropriated civilian employees.
A Navy component at Andersen AFB

Source: COMNAV SURFPAC Activity Data Call Worksheet for BRACC-95 Certification, 1994

Department of Defense Report to BRAC 95, March 1995 BRAC-95 Scenario Development Data Call