

# *North Lynn Canal Ferry Service Analysis*

*Prepared for:*  
**Municipality of Skagway**



Research-Based Consulting

Juneau  
Anchorage

*June 2014*



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## Introduction

The City of Skagway asked McDowell Group, Inc. to prepare a brief report regarding specific aspects of Lynn Canal ferry service, including the following:

- An analysis of AMHS day boat/Alaska Class Ferry capacity
- Analysis of Southeast Alaska AMHS per-mile fare costs
- Day boat/Alaska Class Ferry operating cost analysis
- Baseline historical Lynn Canal AMHS traffic data

This report supplements a report prepared in 2003 by McDowell Group for the City Skagway and Haines Borough. That report, *“Analysis of Traffic on Lynn Canal Ferry Routes,”* summarized several important themes regarding the role of Lynn Canal within AMHS operations:<sup>1</sup>

*“The communities of Haines and Skagway are strategically located on the Alaska Marine Highway, generating significant traffic volumes. Haines and Skagway are two of the highest-volume ports in terms of passenger, vehicle and freight traffic and in terms of revenue contributed to the overall system.”*

*“The combination of a high volume of passengers using local Lynn Canal service together with passengers from many distant ports making road connections through Haines and Skagway means the Lynn Canal market is an economic opportunity for the system that can help underwrite the essential service provided to lower volume communities.”*

*“Four of every ten Alaska Marine Highway revenue dollars are related to Lynn Canal travel or freight. That is, 40 percent of System revenue comes from passengers or freight that, at some point in their voyages, pass through Lynn Canal.”*

This current study provides further data and analysis regarding the importance of optimized AMHS Lynn Canal service to the communities of Haines and Skagway as well as to the sustainability of the Alaska Marine Highway overall.

## Key Findings

Key points noted in this analysis include the following:

- In 2013, approximately 1 in 5 north-bound Malaspina voyages (departing Juneau) had total car deck usage greater than the vehicle capacity of the day boat/ACF. Approximately 1 in 6 southbound voyages (arriving Juneau) had total car deck usage greater than day boat/ACF capacity.

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<sup>1</sup> *“Analysis of Traffic on Lynn Canal Ferry Routes.”* Prepared by McDowell Group for the Haines Borough and City of Skagway, July 15, 2003.

- Per-mile passenger and vehicle fares for the 13 nautical-mile Haines-Skagway link remain highest in the Southeast system and are about 50 percent above the next highest per-mile.
- Deployment of the new AMHS day boat/ACF should result in an overall reduction in the cost of providing ferry service in Lynn Canal. Day boat/ACF costs are expected to average \$173 per-mile for Juneau-Haines service and \$336 per-mile for the Haines-Skagway service. In FY2012, all vessels serving Lynn Canal combined operated at an average per-mile cost of \$527. The Malaspina (providing 40 percent of all Lynn Canal service miles in FY2012) operated at a per-mile cost of \$649.
- Passenger traffic between Skagway and Haines in 2013 reached the highest level since 2003. The traffic low-point was in the 2006-2007 period; passenger traffic has increased by about 60 percent since then. Vehicle traffic is up about 50 percent over the same period. The number of voyages between Skagway and Haines increased from 339 in 2007 to 583 in 2013, a 70 percent increase.
- Passenger traffic between Skagway and Juneau was up 4.5 percent in 2013 from 2012 and up 9 percent from 2011. However, passenger traffic between the two ports remains well below the 2007 and 2008 peak.

## **Day Boat/Alaska Class Ferry Capacity Analysis**

This analysis identifies the number of Malaspina Lynn Canal voyages in 2012 and 2013 that carried more vehicles than could have been accommodated by the day boat/ACF, with capacity of 53 Alaska standard vehicles (ASV). Based on data provided by AMHS, in 2013, 19 percent of northbound voyages (departing Juneau) and 16 percent of southbound voyages (arriving Juneau) had total car deck usage of more than 1,060 feet. This is less than in 2012, when 33 percent of northbound voyages and 28 percent of southbound voyages had total car deck usage of more than 1,060 feet.

This data suggests that operating two day boat/ACF voyages between Juneau and Haines (or other capacity enhancement measures) may be required to meet peak-period demand.

It is important to note in 2013, the Malaspina carried 61 percent of total summer northbound (departing Juneau) vehicle traffic in Lynn Canal and 54 percent of southbound (arriving Juneau) traffic. In 2012, the Malaspina carried 62 percent of summer northbound and 57 percent of southbound vehicle traffic.

**Table 1. Malaspina Northbound and Southbound Trips with Car Deck Use Greater than 1,060 feet, Summer 2013**

<u>Northbound</u>		<u>Southbound</u>	
Date	Car Deck Used (feet)	Date	Car Deck Used (feet)
5/25/2013	1,124	5/27/2013	1,195
6/14/2013	1,322	6/2/2013	1,306
6/28/2013	1,234	6/11/2013	1,371
6/29/2013	1,206	6/20/2013	1,522
6/30/2013	1,262	7/4/2013	1,412
7/19/2013	1,155	7/6/2013	1,160
7/25/2013	1,306	7/7/2013	1,066
7/26/2013	1,424	7/21/2013	1,168
7/27/2013	1,204	8/2/2013	1,588
8/3/2013	1,136	8/21/2013	1,318
8/6/2013	1,083	8/28/2013	1,575
8/10/2013	1,109	8/31/2013	1,634
8/17/2013	1,341	9/2/2013	1,330
8/30/2013	1,312	9/8/2013	1,438
9/2/2013	1,410		
9/9/2013	1,385		
<b>Total Trips Over Capacity: 16</b>	<b>% Trips Over Capacity: 19%</b>	<b>Total Trips Over Capacity: 14</b>	<b>% Trips Over Capacity: 16%</b>

Source: AMHS. Includes accompanied and unaccompanied vehicles.

**Table 2. Share of Lynn Canal AMHS Vehicle Traffic Carried by Malaspina, Summer 2012 and 2013**

	Total Vehicles	Malaspina Vehicles	Percent Malaspina
2012 Northbound	6,661	4,105	62%
2012 Southbound	6,688	3,826	57%
2013 Northbound	6,244	3,797	61%
2013 Southbound	6,603	3,591	54%

Source: AMHS, compiled by McDowell Group.



**Table 3. Malaspina Northbound and Southbound Trips  
with Car Deck Use Greater than 1,060 feet, Summer 2012**

<u>Northbound</u>		<u>Southbound</u>	
Date	Car Deck Used (feet)	Date	Car Deck Used (feet)
5/25/2012	1,476	5/27/2012	1,574
5/26/2012	1,175	6/4/2012	1,094
6/10/2012	1,651	6/6/2012	1,595
6/12/2012	1,183	6/11/2012	1,138
6/14/2012	1,090	6/17/2012	1,408
6/15/2012	1,482	6/25/2012	1,068
6/29/2012	1,299	7/7/2012	1,473
6/30/2012	1,462	7/9/2012	1,321
7/6/2012	1,646	7/14/2012	1,293
7/13/2012	1,563	7/16/2012	1,064
7/20/2012	1,241	7/21/2012	1,268
7/21/2012	1,160	7/23/2012	1,378
7/25/2012	1,257	7/28/2012	1,385
7/26/2012	1,470	7/30/2012	1,620
7/27/2012	1,613	7/31/2012	1,071
7/28/2012	1,394	8/3/2012	1,224
8/3/2012	1,182	8/4/2012	1,142
8/4/2012	1,252	8/6/2012	1,389
8/5/2012	1,122	8/17/2012	1,147
8/10/2012	1,270	8/18/2012	1,335
8/17/2012	1,218	8/27/2012	1,144
8/21/2012	1,081	9/9/2012	1,664
8/24/2012	1,075		
8/31/2012	1,613		
9/1/2012	1,226		
9/5/2012	1,132		
9/7/2012	1,510		
<b>Total Trips Over Capacity: 27</b>	<b>% Trips Over Capacity: 33%</b>	<b>Total Trips Over Capacity: 22</b>	<b>% Trips Over Capacity: 28%</b>

Source: AMHS.

## Analysis of Southeast Per-Mile Fare Costs

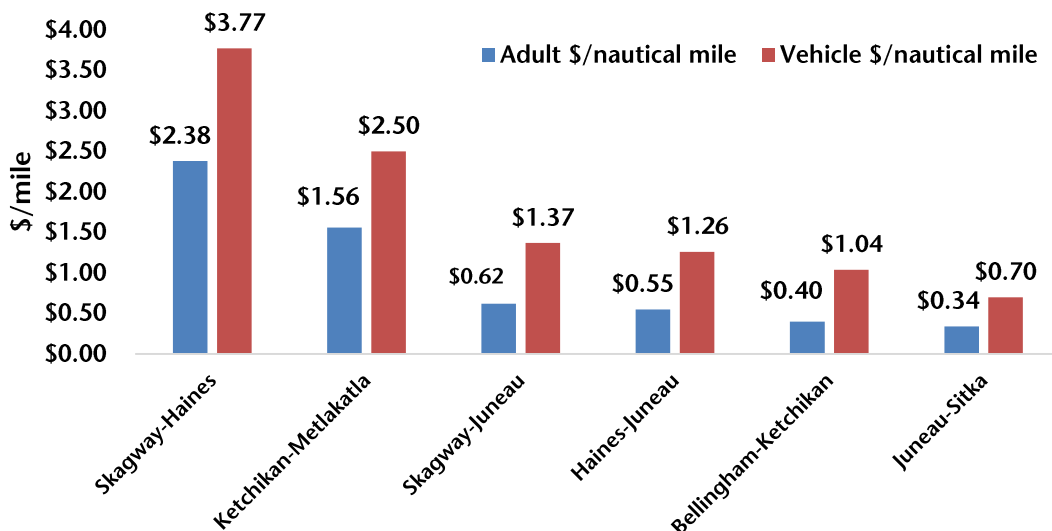
The following table provides per-mile passenger (adult) and vehicle (up to 19 feet) fares. Per-mile fares for the 13 nautical-mile Haines-Skagway link are highest in the Southeast system, both approximately 50 percent above the next highest per-mile fare, which is for the 16 nautical-mile Metlakatla-Ketchikan link.

**Table 4. AMHS Per-Mile Fare Analysis**

Link	Adult Fare (12 years+)	Vehicle up to 19 feet	Nautical miles	Adult \$/nautical mile	Vehicle \$/nautical mile
Haines-Skagway	\$31	\$49	13	\$2.38	\$3.77
Skagway-Haines	\$31	\$49	13	\$2.38	\$3.77
Ketchikan-Metlakatla	\$25	\$40	16	\$1.56	\$2.50
Metlakatla-Ketchikan	\$25	\$40	16	\$1.56	\$2.50
Petersburg-Wrangell	\$33	\$64	41	\$0.80	\$1.56
Wrangell-Petersburg	\$33	\$64	41	\$0.80	\$1.56
Angoon-Sitka	\$35	\$104	67	\$0.52	\$1.55
Juneau-Hoonah	\$33	\$68	46	\$0.72	\$1.48
Gustavus-Pelican	\$31	\$68	46	\$0.67	\$1.48
Juneau-Kake	\$66	\$167	114	\$0.58	\$1.46
Kake-Juneau	\$66	\$167	114	\$0.58	\$1.46
Hoonah-Juneau	\$33	\$68	48	\$0.69	\$1.42
Juneau-Skagway	\$50	\$111	81	\$0.62	\$1.37
Skagway-Juneau	\$50	\$111	81	\$0.62	\$1.37
Juneau-Petersburg	\$66	\$167	123	\$0.54	\$1.36
Petersburg-Juneau	\$66	\$167	123	\$0.54	\$1.36
Juneau-Pelican	\$50	\$121	91	\$0.55	\$1.33
Pelican-Juneau	\$50	\$121	91	\$0.55	\$1.33
Juneau-Haines	\$37	\$86	68	\$0.55	\$1.26
Ketchikan-Prince Rupert	\$54	\$116	91	\$0.59	\$1.27
Haines-Juneau	\$37	\$86	68	\$0.54	\$1.26
Kake-Petersburg	\$35	\$79	65	\$0.54	\$1.22
Petersburg-Kake	\$35	\$79	65	\$0.54	\$1.22
Petersburg-Ketchikan	\$60	\$136	112	\$0.54	\$1.21
Juneau-Ketchikan	\$107	\$280	235	\$0.46	\$1.19
Ketchikan-Juneau	\$107	\$280	235	\$0.46	\$1.19
Hoonah-Kake	\$60	\$138	116	\$0.52	\$1.19
Juneau-Gustavus	\$33	\$70	62	\$0.53	\$1.13
Gustavus-Juneau	\$33	\$70	62	\$0.53	\$1.13
Sitka-Angoon	\$35	\$75	67	\$0.52	\$1.12
Angoon-Hoonah	\$33	\$70	63	\$0.52	\$1.11
Hoonah-Angoon	\$33	\$70	63	\$0.52	\$1.11
Angoon-Juneau	\$37	\$84	78	\$0.47	\$1.08
Juneau-Angoon	\$37	\$84	78	\$0.47	\$1.08
Bellingham-Ketchikan	\$239	\$617	595	\$0.40	\$1.04
Ketchikan-Bellingham	\$239	\$617	595	\$0.40	\$1.04
Ketchikan-Wrangell	\$37	\$91	89	\$0.42	\$1.02
Wrangell-Ketchikan	\$37	\$91	89	\$0.42	\$1.02
Kake-Sitka	\$37	\$87	115	\$0.32	\$0.76
Sitka-Kake	\$37	\$87	115	\$0.32	\$0.76
Angoon-Hoonah	\$33	\$70	63	\$0.52	\$1.11
Hoonah-Sitka	\$37	\$87	118	\$0.31	\$0.74
Sitka-Hoonah	\$37	\$87	118	\$0.31	\$0.74
Juneau-Sitka	\$45	\$92	132	\$0.34	\$0.70
Sitka-Juneau	\$45	\$92	132	\$0.34	\$0.70
Petersburg-Sitka	\$45	\$93	156	\$0.29	\$0.60
Sitka-Petersburg	\$45	\$93	156	\$0.29	\$0.60

Source: AMHS, compiled by McDowell Group.

**Figure 1. AMHS Per-Mile Fare Analysis, Selected AMHS Links  
Adult Passenger Fare and Vehicle Fare up to 19 Feet**



It is interesting to note the variation in fares among links that are of generally similar distance. Juneau-Kake, at 114 nautical miles, has passenger and vehicle per-mile fares of \$0.58 and \$1.46, respectively. Hoonah-Sitka (118 nautical miles) and Juneau-Sitka (132 nautical miles) are approximately the same length, but are about half the cost on a per-mile basis.

Based on a 2008 report by Northern Economics, Skagway-Haines passenger fares are the highest in the statewide system and vehicle fares are the highest except Southcentral fares.<sup>2</sup>

**Table 5. AMHS System-Wide and Regional Fare Ranges (One-Way), Per Nautical Mile**

	Adult Passenger		Vehicle up to 19 feet*	
	Low	High	Low	High
System-wide	\$0.27	\$2.38	\$0.60	\$5.00
Southeast, Inside Passage	\$0.27	\$2.38	\$0.60	\$3.77
Southeast, Feeder	\$0.32	\$0.89	\$0.76	\$1.73
Cross Gulf	\$0.42	\$0.54	\$1.14	\$1.49
Southcentral	\$0.34	\$2.27	\$0.85	\$5.00
Southwest	\$0.37	\$1.94	\$0.98	\$3.18

\*Does not include driver.

Source: Northern Economics, 2008.

<sup>2</sup> "Passenger/Vehicle/Cabin Rate Study for the Alaska Marine Highway System." Prepared by Northern Economics for AMHS, 2008.

## Day Boat/Alaska Class Ferry Operating Cost Analysis

The question of whether day boat/ACF service in Lynn Canal will result in lower overall corridor costs to the AMHS than current costs is a complex one, with no simple answer. The July 2013 Design Study Report provided estimates of day boat/ACF annual operating costs (see following table).

**Table 6. Day Boat/ACF Annual Operating Costs (\$millions)**

	Juneau-Haines	Haines-Skagway	Total
Manning	\$2.84	\$2.45	\$5.29
Fuel	\$2.25	\$1.15	\$3.40
Maintenance	\$0.67	\$0.67	\$1.34
<b>Total</b>	<b>\$5.76</b>	<b>\$4.27</b>	<b>\$10.03</b>

Source: Day Boat ACF Design Study Report, July 10, 2013.

These cost estimates are based on a service frequency of seven days per week for a 20-week summer period and four days per week for a 28-week winter period. The estimates also include a four-week overhaul. Cost estimates are based on the assumption that one day boat/ACF would make a single round trip each day Auke Bay-Haines-Auke Bay, while the other vessel would make two Haines-Skagway-Haines trips each service day.

Juneau Access alternatives include various options for using the day boat/ACF. In all of the “no-build” alternatives, mainliners would continue to serve northern Lynn Canal, in addition to day boat/ACF service.

As illustrated in the following tables, utilization of the day boat/ACF should result in an overall reduction in the cost of providing North Lynn Canal (NLC) ferry service. In FY2012, AMHS spent \$17.2 million providing service to NLC, excluding any shore-side costs. That included a total of 32,800 service miles, for all vessels combined, equating to an average per-mile cost of \$527. Per-mile costs ranged from a low of \$135 for the Fairweather to \$874 for the Columbia. The Malaspina (which provided 40 percent of all NLC service miles) had a per-mile cost of \$649, while the LeConte (33 percent of all NLC service miles) had a cost of \$395 per-mile.

Based on annual operating cost data provided in the Design Study Report, day boat/ACF costs should average \$173 per-mile for Juneau-Haines service and \$336 per-mile for the Haines-Skagway service. The Juneau-Haines estimate is based on 252 total round trips of 132.5 nautical miles, for a total of 33,390 nautical miles traveled (with total annual cost of \$5.76 million). The Haines-Skagway estimate is based on 504 total round trips of 25.2 nautical miles, for a total of 12,701 nautical miles traveled (with total annual cost of \$4.27 million).

**Table 7. AMHS North Lynn Canal Non-Fuel Operating Costs, FY2012 (000\$)**

Vessel	Total Vessel Days	NLC Days	% NLC	Total Non-Fuel Ops Costs	NLC Non-Fuel Ops Costs
Aurora	105.2	-	0.0%	\$4,969.7	\$-
Chenega	136.7	-	0.0%	6,526.4	-
Columbia	122.6	15.3	12.5%	15,170.6	1,894.2
Fairweather	226.8	5.8	2.5%	6,797.6	172.9
Kennicott	176.4	-	0.0%	14,983.8	-
LeConte	274.3	110.9	40.4%	9,145.5	3,697.0
Lituya	289.5	-	0.0%	1,410.6	-
Malaspina	156.3	99.7	63.8%	11,908.4	7,593.2
Matanuska	241.3	24.8	10.3%	16,609.6	1,707.9
Taku	276.8	0.8	0.3%	15,171.5	45.7
Tustumena	245.7	-	0.0%	10,688.8	-
Contract Vessels	8.6	-	0.0%	77.0	-
<b>Total</b>	<b>2,260.0</b>	<b>257.2</b>	<b>11.4%</b>	<b>\$113,459.4</b>	<b>\$15,110.9</b>

Source: AMHS.

**Table 8. AMHS North Lynn Canal Fuel Costs, FY2012 (000\$)**

Vessel	Total Vessel Miles	NLC Miles	% NLC	Total Fuel Costs	NLC Fuel Costs
Aurora	27,010	-	0.0%	\$1,225.3	\$-
Chenega	40,874	-	0.0%	3,638.6	-
Columbia	53,193	2,444	4.6%	5,272.4	242.2
Fairweather	56,979	2,728	4.8%	4,071.4	194.9
Kennicott	61,911	-	0.0%	6,137.2	-
LeConte	53,825	10,708	19.9%	2,688.5	534.9
Lituya	16,608	-	0.0%	329.4	-
Malaspina	39,601	13,147	33.2%	2,827.6	938.7
Matanuska	79,750	3,640	4.6%	4,882.4	222.8
Taku	80,286	94	0.1%	4,262.5	5.0
Tustumena	57,198	-	0.0%	2,745.2	-
Contract Vessels	2,908	-	0.0%	-	-
<b>Total</b>	<b>570,143.0</b>	<b>32,761.0</b>	<b>5.7%</b>	<b>\$38,080.6</b>	<b>\$2,138.6</b>

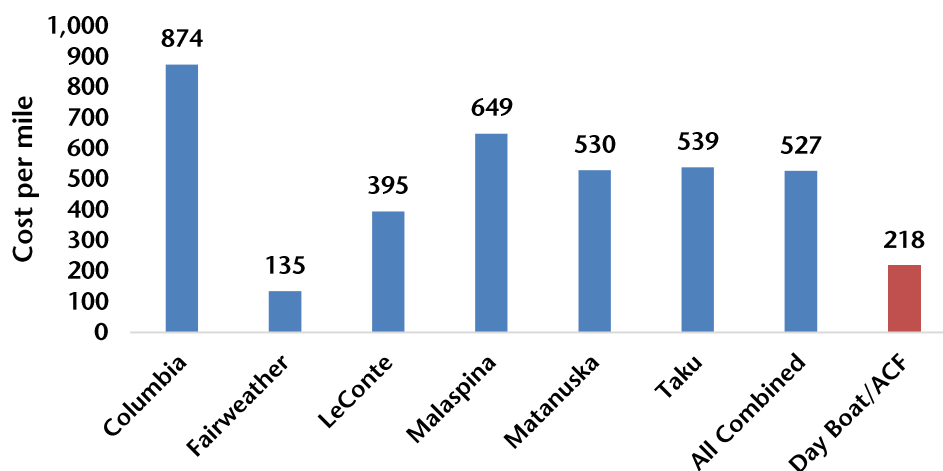
Source: AMHS.

**Table 9. AMHS North Lynn Canal Vessel Per-Mile Costs, FY2012**

Vessel	Total NLC Miles	Total NLC Costs (\$000)	Cost Per Mile
Aurora	-	-	-
Chenega	-	-	-
Columbia	2,444.0	\$2,136.5	\$874
Fairweather	2,728.0	\$367.9	\$135
Kennicott	-	-	-
LeConte	10,708.0	\$4,231.9	\$395
Lituya	-	-	-
Malaspina	13,147.0	\$8,531.9	\$649
Matanuska	3,640.0	\$1,930.7	\$530
Taku	94.0	\$50.7	\$539
Tustumena	-	-	-
Contract Vessels	-	-	-
<b>Total</b>	<b>32,761.0</b>	<b>\$17,249.5</b>	<b>\$527</b>

Source: AMHS, compiled by McDowell Group.

**Figure 2. AMHS North Lynn Canal Vessel Per-Mile Costs, FY2012, and Anticipated Day Boat ACF Per-Mile Costs**



Source: AMHS, compiled by McDowell Group.

## Baseline Historical Lynn Canal Service and Traffic Data

The following tables provide a variety of historical data concerning AMHS ferry traffic and service in Lynn Canal. Table 10 provides a history of AMHS Lynn Canal fares. The data indicates the following:

- Haines-Skagway adult passenger fares in 2013 were about 80 percent above the 1999 level, while vehicle fares (for vehicles up to 19 feet) are up about 60 percent.
- Skagway-Juneau adult passenger fares in 2013 were about 65 percent above 1999; vehicle fares were up about 70 percent.

- Haines-Juneau adult passenger fare increased 54 percent since 1999. Vehicle fares were up 51 percent.
- Published Lynn Canal passenger and vehicle fares have been the current level since 2008.
- Based on the Anchorage Consumer Price Index (CPI), inflation in Alaska has totaled 43 percent since 1999.

Table 11 provides Lynn Canal AMHS traffic volume data for the 2000 to 2013 period. A brief analysis of the data reveals the following:

- In 2013 Haines-Skagway and Skagway-Haines passenger traffic reached the highest level since 2003. Since bottoming-out in the 2006-2007 period, passenger traffic between the two ports has increased by about 60 percent. Vehicle traffic is up about 50 percent over the same period. 2007 marked the low-point in ferry service frequency between Skagway and Haines, with only 180 Haines-Skagway trips and 159 Skagway-Haines trips.
- In 2013, 15,865 passengers and 6,742 vehicles made the trip between Skagway and Haines (bi-directional totals). In 2006, 10,014 passengers and 4,542 vehicles made the trip.
- Passenger traffic from Juneau-Skagway, though up about 5 percent in 2013 compared to 2012 (and 11 percent above 2011) remains below historical levels. In 2007 and 2008, passenger traffic from Juneau to Skagway averaged just under 14,200, about 1,300 more than the 2013 volume of 12,850 passengers.
- Skagway-Juneau passenger traffic was also up in 2013 from 2012 (up about 4 percent), but still well below 2007-2008. The 2013 total of 13,161 passengers was about 15 percent below the 2007-2008 average of about 15,510.
- The increase in Lynn Canal traffic between 2012 and 2013 is no doubt related to the increase in service frequency. There were 291 voyages from Haines to Skagway and 292 voyages from Skagway to Haines, both 7 percent above 2012.
- The number of Juneau-Haines and Haines-Juneau voyages was up 9 percent between 2012 and 2013.

**Table 10. AMHS Lynn Canal Fares, 1999 to 2013**

Year	Haines to Skagway Skagway to Haines		Haines to Juneau Juneau to Haines		Skagway to Juneau Juneau to Skagway	
	Adult	Car (19')	Adult	Car (19')	Adult	Car (19')
Summer 1999	17	31	24	57	32	78
October 1999-April 2000	17	31	24	57	32	78
Summer 2000	17	31	24	57	32	78
October 2000-April 2001	17	31	24	57	32	78
Summer 2001	19	33	26	60	35	82
October 2001-April 2002	18	32	24	58	32	79
Summer 2002	20	34	26	61	35	83
October 2002-April 2003	20	34	26	61	35	83
Summer 2003	21	34	27	61	37	83
October 2003-April 2004	25	39	31	67	40	89
Summer 2004	26	39	32	68	42	90
October 2004-April 2005	25	40	31	70	41	92
Summer 2005	27	43	33	75	44	98
October 2005-April 2006	27	43	33	75	44	98
Summer 2006	30	47	38	83	48	108
October 2006-April 2007	30	47	38	83	48	108
Summer 2007	30	47	38	83	48	108
October 2007-April 2008	31	49	37	86	50	111
Summer 2008	31	49	37	86	50	111
October 2008-April 2009	31	49	37	86	50	111
Summer 2009	31	49	37	86	50	111
October 2009-April 2010	31	49	37	86	50	111
Summer 2010	31	49	37	86	50	111
October 2010-April 2011	31	49	37	86	50	111
Summer 2011	31	49	37	86	50	111
October 2011-April 2012	31	49	37	86	50	111
Summer 2012	31	49	37	86	50	111
October 2012-April 2013	31	49	37	86	50	111
Summer 2013	31	49	37	86	50	111

Source: AMHS.



**Table 11. AMHS Lynn Canal Traffic, Full Year 2000 – 2013**

Year	<u>Haines to Skagway</u>		<u>Skagway to Haines</u>		<u>Juneau to Haines</u>	
	Passengers	Vehicles	Passengers	Vehicles	Passengers	Vehicles
2000	10,431	4,406	8,858	3,724	22,352	6,867
2001	8,690	3,747	6,813	2,894	18,112	5,809
2002	9,249	3,970	7,491	3,302	21,031	6,530
2003	9,213	3,985	7,530	3,306	19,617	6,243
2004	7,454	3,354	6,195	2,719	19,946	5,910
2005	6,688	2,983	5,456	2,329	19,632	5,773
2006	5,708	2,608	4,306	1,934	19,008	5,915
2007	5,637	2,606	4,617	2,061	21,441	6,525
2008	7,449	3,251	6,310	2,786	22,391	7,292
2009	7,390	3,324	6,525	2,841	19,509	6,519
2010	7,545	3,347	6,832	2,998	21,126	6,619
2011	7,137	3,277	6,493	2,844	21,671	6,959
2012	8,160	3,612	6,755	2,912	21,677	7,200
2013	8,506	3,702	7,359	3,040	21,686	7,255

Year	<u>Haines to Juneau</u>		<u>Skagway to Juneau</u>		<u>Juneau to Skagway</u>	
	Passengers	Vehicles	Passengers	Vehicles	Passengers	Vehicles
2000	22,442	6,377	19,274	4,181	19,322	4,119
2001	18,170	5,571	14,772	3,110	14,652	3,154
2002	20,555	6,046	17,409	3,659	17,559	3,661
2003	18,758	5,941	15,952	3,466	15,783	3,556
2004	19,249	5,632	15,995	3,371	15,945	3,521
2005	19,105	5,414	14,758	3,105	14,323	3,148
2006	18,780	5,696	13,300	2,895	12,921	3,049
2007	20,874	6,321	15,377	3,424	14,163	3,275
2008	21,994	7,005	15,642	3,657	14,182	3,442
2009	19,963	6,723	13,580	3,294	13,583	3,478
2010	21,399	1,887	12,978	3,142	12,537	3,177
2011	21,957	7,202	12,190	2,908	11,584	2,917
2012	21,817	7,107	12,664	3,272	12,235	3,314
2013	22,021	7,399	13,161	3,275	12,850	3,283

Source: AMHS.

**Table 12. AMHS Lynn Canal Traffic, Summer 2000 – 2013**

Year	<u>Haines to Skagway</u>		<u>Skagway to Haines</u>		<u>Juneau to Haines</u>	
	Passengers	Vehicles	Passengers	Vehicles	Passengers	Vehicles
2000	9,118	3,933	7,735	3,276	15,136	4,556
2001	7,441	3,286	5,784	2,515	11,467	3,590
2002	8,003	3,476	6,472	2,927	13,605	4,124
2003	7,996	3,475	6,657	2,946	12,734	3,990
2004	6,298	2,862	5,359	2,367	13,066	3,656
2005	5,775	2,584	4,635	2,012	12,893	3,642
2006	5,231	2,403	3,881	1,775	14,946	4,597
2007	4,198	2,051	3,884	1,762	13,189	3,960
2008	5,738	2,555	5,190	2,326	14,169	4,460
2009	5,994	2,800	5,022	2,296	11,983	3,960
2010	6,295	2,830	5,580	2,503	12,949	4,018
2011	6,046	2,816	5,593	2,472	13,758	4,359
2012	6,911	3,035	5,808	2,471	13,271	4,397
2013	7,201	3,192	6,302	2,632	12,970	4,265
Year	<u>Haines to Juneau</u>		<u>Skagway to Juneau</u>		<u>Juneau to Skagway</u>	
	Passengers	Vehicles	Passengers	Vehicles	Passengers	Vehicles
2000	14,473	3,941	15,976	3,104	16,275	3,126
2001	11,219	3,302	11,408	2,173	11,664	2,294
2002	12,627	3,671	13,702	2,610	14,271	2,687
2003	11,544	3,621	12,388	2,460	12,576	2,592
2004	12,191	3,426	12,899	2,494	12,989	2,641
2005	12,073	3,642	11,621	3,642	11,582	2,318
2006	14,678	4,436	11,377	2,320	10,954	2,430
2007	na	3,763	11,505	2,341	11,100	2,387
2008	13,891	4,322	11,150	2,336	10,187	2,283
2009	12,196	4,119	9,358	2,135	9,198	2,216
2010	12,898	4,189	9,453	2,135	8,909	2,110
2011	13,861	4,452	9,360	2,070	8,809	2,136
2012	12,877	4,247	9,204	2,215	8,829	2,341
2013	13,102	4,289	9,451	2,219	9,078	2,169

Source: AMHS.

**Table 13. AMHS Annual Number of Trips, 2000 – 2013**

Year	Haines to Skagway	Skagway to Haines	Juneau to Haines	Haines to Juneau	Skagway to Juneau	Juneau to Skagway
2000	305	305	309	308	-	-
2001	278	281	281	284	1	4
2002	315	318	320	323	1	3
2003	317	319	321	324	1	3
2004	254	251	332	329	58	56
2005	253	250	341	338	64	63
2006	260	264	348	352	47	49
2007	180	159	348	327	107	86
2008	278	263	352	337	55	38
2009	254	275	295	317	22	45
2010	261	267	304	310	18	25
2011	303	304	336	338	6	8
2012	272	273	294	295	2	2
2013	291	292	321	321	2	2

Source: AMHS.