

Bush Administration Targets Tongass Roadless Area

AMERICA'S LAST GREAT RAINFOREST UNDER ASSAULT

The Tongass National Forest is one of America's greatest natural treasures - a remote coastal rainforest with centuries-old trees providing critical habitat for wolves, bears, salmon, bald eagles and other wildlife. Despite overwhelming public support for protecting the Tongass, the Bush administration has targeted roadless areas for industrial-scale logging and road-building. According to the Forest Service's "Ten-Year Schedule of Tongass Timber Projects" more than fifty (50) timber projects are scheduled in roadless areas. (http://www.fs.fed.us/r10/tongass/management%20news/resources/03-12tsp_93002.pdf)

All of the proposed logging projects would devastate these extraordinary and pristine roadless areas by clearcutting large portions of old-growth rainforest. Nearly all of the proposed logging is in violation of the landmark Roadless Rule, a policy banning commercial logging and road building in roadless areas nationwide. The Bush administration, however, has publicly acknowledged its intent to revise the Roadless Rule and in doing so exempt the Tongass National Forest from any protection. In the meantime, final stages of planning are underway for 4 logging projects in Tongass roadless areas that are technically excluded from the Roadless Rule. It is clear that the Bush administration is focused on an aggressive agenda to log roadless areas in the Tongass National Forest.

Tongass Roadless Areas - Logging Projects Moving Forward

▼ Cholmondeley Sound Timber Project in the McKenzie Roadless Area

The Cholmondeley (pronounced "Chom-lee") project targets three areas—Sunny Cove, Saltery Cove, and Clover Bay—for logging within the McKenzie Roadless Area on Prince of Wales (POW) Island. The Cholmondeley project area is located on the east coast of the island and is bounded by saltwater on three sides. The area contains numerous streams with large healthy runs of wild salmon. Additionally, nearby private homes and businesses including an oyster farm and several lodges depend on the roadless area for clean water sources and its wilderness character.

► **Wildlife at risk:** Sitka black-tailed deer, black bear, wolves, otter, marten, mink, seal, Stellar sea lion, humpback and Minke whales, Peregrine falcon, Queen Charlotte goshawk, and Trumpeter swans.

► **Status of sale:** Final Environmental Impact Statement expected Spring 2003.



▲ Cholmondeley, McKenzie Roadless Area

▼ Finger Mountain Timber Sale in the Chichagof Roadless Area

The Finger Mountain timber sale would slice into the spectacular beauty of the Chichagof Roadless Area, an area encompassing over 530,000 acres of the central portion of Chichagof Island. Some of the highest densities of grizzlies and Sitka black-tailed deer in the Tongass call the rich ecosystem of the island home. The Finger Mountain project area lays just across Tenakee Inlet from Tenakee Springs, a small town nestled in the coastal mountains, whose residents rely heavily on the area for their subsistence. Tenakee Springs residents hunt deer extensively in the island's watersheds and rely on the bounty of the inlet's marine waters for Dungeness crab, king crab, and salmon.

► **Wildlife at risk:** Grizzly, Sitka black-tailed deer, mink, marten, river otter, 4 species of salmon, steelhead and cutthroat trout. Abundant bird and waterfowl rearing and nesting areas.

► **Status of sale:** Supplemental Environmental Impact Statement expected Spring 2003.



Photo credit: Buck Lindenkugel

◀ Little Seal Bay, Chichigof Roadless Area

▼ Madan Timber Sale in the Madan Roadless Area

The Madan Roadless Area is part of an impressive half million acre road-free expanse stretching over 350 miles from the Misty Fjords National Monument, the southeastern-most point of Alaska, north to the Skagway

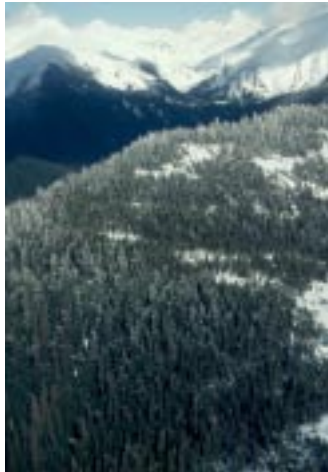


Photo credit: Matthew Davidson

Juneau Icefield Roadless Area. Located on the mainland near the city of Wrangell, the Madan Roadless Area is dominated by rugged mountains linked by deep, broad valleys. The Madan Timber Sale proposes to clearcut forest just over the ridge from Virginia Lake, one of the 65 “important” watersheds in southeast Alaska according to the Alaska Department of Fish and Game. Because of its proximity to Wrangell, Virginia Lake is a prime recreation destination for Wrangell residents and visitors alike.

► **Wildlife at risk:** Black bear, grizzly, mountain goats, Sitka black-tailed deer, moose, marten, and salmon.

► **Status of sale:** Final Environmental Impact Statement expected Spring 2003.

◀ Madan Roadless Area

▼ Emerald Bay Timber Sale in the Cleveland Roadless Area

The Emerald Bay timber sale would serve as a gateway to future roadless area timber sales on the previously unlogged Cleveland Peninsula. The Cleveland Peninsula is a nearly 200,000-acre arm of land stretching off the mainland north of the city of Ketchikan. Over the years, glaciers have smoothed the topography and left a legacy of broad valleys, steep slopes, alpine lakes, hanging valleys and coastal lowlands. It represents one of the few areas within a day’s boat ride of Ketchikan that has not yet fallen to industrial-scale logging. According to the U.S. Fish and Wildlife Service “[f]ew forested areas on the Ketchikan District remain in such a pristine state as the Cleveland Peninsula...[c]onstruction and use of logging roads would substantially alter the character of the area, and degrade its value as wildlife habitat.”

► **At Risk:** Wolves, grizzly, Sitka black-tailed deer, black bear, mountain goats, otter, marten, mink, loons and waterfowl.

► **Status of sale:** Citing significant information gaps in the Emerald Bay timber sale’s analysis of roadless area values, an appeal of the sale was upheld in February 2002. Currently, the Forest Service is revising the sale and a Supplemental Environmental Impact Statement could be issued by the end of the year.

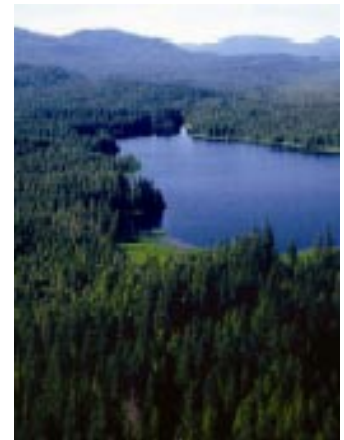


Photo credit: Lighthawk

▲ Cleveland Roadless Area

THE TIMBER INDUSTRY HAS MORE THAN ENOUGH TIMBER



Decades worth of timber—over five billion board feet—is available to the timber industry in areas where roads have already been built. That’s enough trees to fill logging trucks stretched end-to-end from Washington DC to San Diego, CA - five times over! These areas do not require expensive new taxpayer-subsidized road-building. Yet the timber industry and its allies continue to push for more and the Bush administration continues to plan to log irreplaceable forests in roadless areas.