

City Manager
Tom Moran

Port Director
Joy Baker

Harbormaster
Lucas Stotts



Nome Port Commission
Jim West, Jr., Chairman
Charlie Lean, Vice Chairman
Derek McLarty
Shane Smithhisler
Scot Henderson
Russell Rowe
Gay Sheffield

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**NOME PORT COMMISSION
WORK SESSION & REGULAR MEETING AGENDA
THURSDAY, SEPTEMBER 20, 2018 @ 5:30/6:30 PM
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30 PM:

Consultancy Discussion – consideration of proposal to evaluate Nome’s future role in Arctic maritime shipping and identifying gaps in port capabilities for commercial interests

REGULAR MEETING – 6:30PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 18-08-16 Regular Meeting
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
 - 18-07-03 Northern Sea Route is Alive & Well – High North News
 - 18-08-22 World’s Largest Shipping Company Heads into Arctic - NPR
 - 18-09-06 Venta Maersk Container Ship AIS Shot (Near Nome)
 - 18-09-14 SNC Letter of Support for Nome Port-WRDA 2018 language
- VI. CITY MANAGER REPORT**
 - 18-09-10 Manager Report
- VII. HARBORMASTER REPORT**
 - Update on Operations Planning & Repair/Maintenance
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 18-09-17 Port Director/Projects Status Report
 - WRDA 2018 – S. 3021 Excerpt
 - F14-F18 Port Budget Tariff Comparison
- IX. OLD BUSINESS**
 - None
- X. NEW BUSINESS**
 - Consideration to establish tariff rate for construction debris
- XI. CITIZEN’S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - October 18, 2018 - 5:30 pm
- XIV. ADJOURNMENT**



CONCEPT

PREPARED FOR:

PRESENTED BY:



CITY OF NOME, JOY BAKER, PORT DIRECTOR

**A.L. Parlow & Associates,
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**LOCAL CONTENT
AND
GLOBAL CONTEXT**

www.sustain-the-globe.com

FOR: Joy Baker, Port Director, City of Nome

FROM: A.L. PARLOW & ASSOCIATES, LLC ©, 2018

DATE: 12 September 2018

PROPOSED CONSULTANCY

“HOW DO WE GET ON THE ROAD OF UPPING OUR GAME IN THE ARCTIC?”

With the accelerated sea-ice retreat in the high North, projections of increased shipping across the Northwest Passage and the Northern Sea Route before transiting the Bering Strait, a network of Arctic ports with interlinked capabilities are becoming part of the Arctic maritime shipping order.

The projected increased shipping underscores the need for port and infrastructure development on the Alaska coastline. This is indeed vital to Nome as both the city and the port authority consider its deepwater port ambitions with the growth in shipping traffic likely to serve both commercial and national security interests.

As the Port and City of Nome, along with the Army Corps of Engineers, takes a “new look” at developing the nations’ only high North deep draft port – the dynamics in the Arctic region are fast changing as the sea–ice retreats, temperatures warm faster than any other part of the planet and a trove of shipping and other commercial interests have an eye on the Arctic.

Several observers have noted that unless Nome moves forward as shipping traffic increases in the Bering along with Arctic development, the city and its port will fall behind. As Congress reflects upon Arctic national security implications and offshore oil and gas is released from some regulatory considerations, commerce is likely to increase.

Indeed, if Nome, Alaska and the U.S. do not actively engaged in the process of developing marine infrastructure, it is likely that the city of Nome, Alaska and the United States in general will have missed economic opportunities for refuel, resupply, shipping waste discharge along with a strong voice in protecting the marine ecology.

1.0 “WHAT IS THE GENERAL STATUS OF THE PORT OF NOME AND WHERE DO WE NEED TO GO?”

Projected scenarios for future Arctic shipping, and related economic drivers, indicate that a combination of commercial voyages, cruise ships, increased military security activities, spill response, search and rescue, safe haven capabilities, along with maritime activity

related to natural resource development will increase. The increased Arctic shipping across Canada's Northwest Passage, Russia's Northern Sea Route and north-south transit from China and other locations through the Bering Strait suggest traffic growth, growth potential and a need for the Port of Nome to be a part of the emerging equation – or, be bypassed by future Arctic shipping activity.

Whether the future is defined by slow, medium or fast growth in Arctic waters, all analysts agree that Arctic shipping will increase. Further, the combination of recent increased interest by the U.S. Navy in the Arctic region, the recent announcement that a new ice-class container ship, a 4,200 ton vessel, the Maersk, capable of carrying 3,600 containers with an ability to operate in ice waters at minus 77 degree Fahrenheit provides a glimpse of the future. The Maersk is set to sail as the first container ship across the Northern Sea Route and through the Bering Strait. More, the recent cruise ship voyage of the Crystal Serenity that stopped at Nome in its maiden voyage – transiting from Anchorage to New York through the Canadian Northwest Passage – suggests the scope of future Arctic shipping. As another indicator of traffic yet to come, plans for a series of ice-breaking LNG carriers to cross the Northern Sea Route through the Bering Strait is in the works, with an intention to operate year round.

The Port of Nome must soon decide how it will expand with increased vessel traffic beyond the current resupply and refueling point in this evolving Arctic shipping environment as the sea ice retreats and commerce accelerates.

1.1 OVERVIEW OF CURRENT PORT CAPABILITIES

For more than a century, the Port of Nome has served as a transshipment hub for Alaska and the U.S. The Port has grown considerably over time – from 32 vessels in 1990s to more than 600 in 2015. The Port handles an average of 53,000 tons of rock, sand and gravel, some 34 tons of freight and more than 13 million gallons of refined products annually. It supports seafood harvesters and processors. As activity has increased, so has the Port staff capable of handling large ships, fuel transfer and port services.

The physical infrastructure has been expanded and enhanced several times, with a 2006 project completed by the U.S. Army Corps of engineers. The most recent plans would expand even further, eliminating the breakwater at the end of the causeway, extend the causeway by some 2,150 feet, construct a large vessel dock and a dredged basin from the ports current 22.5 foot capability – and, thus be the U.S. only deep-water Arctic port.

The plans would allow the Port of Nome to accommodate the commercial ships, large container ships, national security cutters in planning and foreign flagged vessels – most of which require a deeper port – such as container ships, oil tankers, offshore supply platforms, barges and enormous ice-capable container ships on the drawing boards for future use.

The development of an Arctic deep-draft port is vital as the Arctic traffic increases – if only to accommodate the need for major disaster response capabilities such as oil spill

response, search and rescue and large-scale science and cruise ships and the national security vessels that require an Arctic-deep-draft port.

However, the plans have not yet taken into consideration a ground level – or, sea level – view of what the Arctic ports are planning for the future, what the newly developing ports are preparing themselves for, what accommodations the shippers want, and what is needed to meet, for example, the spill response and grey water requirements of the Polar Code and how that might serve as a stimulus for development and increased income.

What follows is a series of descriptive elements that generally describe the challenges faced by the Port of Nome as the Board considers how it will both engage and offer services to the evolving Arctic shipping and interlinked Arctic port communities moving forward.

1.1 BUILDING BLOCKS: TO EXPAND UPON NOME’S EXISTING SHIPPING HUB CAPABILITIES TO MEET ARCTIC-WIDE REGIONAL INTERESTS AS PERCEIVED BY OTHER ARCTIC PORTS AND SHIPPERS

This consultancy will build upon the 2016 Port of Nome Strategic Development Plan by completing a series of interlinked and phased tasks that will provide both specificity and a roadmap to allow the Port of Nome to become a part of the Arctic-wide port system that is increasingly interlinked and indeed changing and expanding to meet the increased commercial and security activity as the sea-ice retreats and Arctic shipping activity expands.

Without doubt, unless the Port of Nome growth with the rest of the Arctic region, it is in danger of being eclipsed as an economic player. As one observer noted, “adapt or be bypassed.”

2.0 SETTING THE STAGE AND BUILDING THE FOUNDATION TO ADAPT TO AND BE PART OF THE EVOLVING ARCTIC-WIDE PORT SYSTEM

2.1 Project Scope: Readiness

The challenges and opportunities for Nome, given the growing international interest for Arctic shipping in conjunction with record low sea-ice levels, would help create jobs both in Nome and, as a regional hub to 53 communities in surrounding areas and, boost the local economies. An expanded port would also help diversify the states’ economy as the only coastal public port north of Dutch Harbor. It would also improve America’s national security. As the only coastal port North of Dutch Harbor, the development of the port will offer a significant benefit to the state and to local communities as a strong hub with improved capabilities.

As the budget, scope and schedule of the joint Nome–Corps of Engineers’ study and other assessments move forward, the United States appears to be on the cusp of more fully embracing its role as an Arctic nation. The recent Coast Guard announcement to

expand into the Arctic along with a series of vital port-related vital issues discussed with Port Director, Joy Baker, must be addressed so that both the City and Port of Nome are prepared to maximize the economic opportunities and anticipate the trends of interested stakeholders: local, regional and international.

This consultancy will take a phased approach both before, during and after the finalization of the Corps' – and other - studies so that the Port Commissioners have both enhanced tactical and strategic understanding of core issues: to identify potentials for partnering with shippers to assess their requirements and interests, establish long-term relationships, particularly those that might cost share as tenant companies. The assessment will also engage Nordic ice-breaker companies that anticipate traversing both the high North Arctic waters as commerce increases.

3.0 STRATEGIC APPROACH

- The tasks described below in Appendix A and B offers a step-by-step, phased-in approach to identify, evaluate and engage the broader Arctic picture, the trends in Arctic port development, the identifications and prioritization of Arctic shippers. The approach links together the Arctic-wide component with local concerns.
- This approach will also provide for an improved understand of what Arctic shippers and Ports want or include in their capabilities, and identify any gaps in concept, understanding of Arctic shipper and port priorities, or relevant trends in harmonizing regional, state, federal or international regulatory dynamics.
- This task will assist with initiatives designed to stimulate conversation with local communities so that their interests and concerns are included in port decisions.

4.0 WHAT WILL THE PORT GAIN FROM THIS PHASED STRATEGIC APPROACH?

- This consultancy will improve upon the Port of Nome's approach toward its expansion, including questions of whether and how to expand. As the Corps' study and Congressional discussion unfold, the questions of how to attract and draw cost-share and establish long-term relationships with tenant cargo companies, shippers, ice-breakers are in the forefront.
- This information-gathering process of communication with people and interests in the Arctic region, along with how the unfolding events intersect with local interests, how local interests and communities become players, and how the ongoing and developing processes in the Port of Nome both fits into, and will help shape, the unfolding events over the next 10, 20 and 30 years, central to this strategic approach.
- This consultancy will provide a ground's eye view to augment ongoing and

projected assessments of what it means to be a regional hub for the west coast of Alaska, and indeed, for resupply on the American side of the Bering as Congress considers the funding question. This phased-in project will be designed to support next steps toward a larger readiness as events driven by Arctic shipping increases.

5.0 DELIVERABLES

- TBD – Draft reports will be delivered within 60 days of contract for comment, and revised within the next 30 days. Reports will be developed interactively with full communication with the Port Manager.
- Final report(s) will be functional, goal based and relying upon a combination of direction from the Port Director combined with the procedures, law, soft law, stakeholder interviews and port policies already in use in the Arctic region.
- The various data sources will be consolidated and presented in clear, simple formats and visual representations. Feedback and input will be sought from the Port Director to inform both the next phase and an exit memo.

Port Development oped:

<https://www.adn.com/commentary/article/rethinking-alaska-economic-diversity-port-clarence-and-port-nome/2016/04/16/>

Shell Offshore oped:

<https://www.adn.com/commentary/article/shell-and-beyond-toward-arctic-standard-new-north/2012/07/30/>

<https://www.wilsoncenter.org/event/imo-polar-code-roundtable>

6.0 APPENDICES A, B AND C: PHASED TASKS:

Please find below a series of tasks that would, in their cumulative effect, provide a road map, blue print and introductions to other relevant Arctic ports, shippers, security, science, and commercial interests. The purpose is to better understand what the shippers, other commercial and security interests require to utilize the Port of Nome.

APPENDIX A:

What follows are a series of tasks that individually and together offer an Arctic-wide ground's eye information base that will provide a road map for the Port of Nome as it understands and becomes more of a part of the Arctic port and shipping world.

“Who are the players, what are their priorities and what do we need to know to effectively be part of the game?”

- To improve understanding of the options that the Port of Nome might take in its expansion activities that reflect the realities of Arctic shippers and ports, with specific knowledge of priorities and capabilities in the Arctic region. What role will the port of Nome play to ensure it not be defined by others – or, even, marginalized.
- The following tasks are designed to serve as a road map to navigate the most important logistics, interests, priorities and capabilities in the Arctic region. The purpose of this consultancy is to ensure the greatest degree of effectiveness as the Port of Nome participates in the Arctic shipping conversation: who are the players, what are their priorities and main interests that would help the Port of Nome in its expansion activities?
- It is recommended that the first task, A, serve as Phase I of a road map to identify and navigate through the Arctic shipping and port world in terms of relevant priorities and interests as it unfolds during the next decades and what it might mean for the Port expansion. This, as will all tasks, be developed collaboratively with the Port Manager. The point is to enhance the Port's effectiveness as it engages the Arctic shipping world.

A. TASK 1: Task 1 will reflect upon what the Arctic shipping world anticipates for the next decade for the Bering – both to and from the Northern Sea Route and the Northwest Passage – and what this might mean to the port at Nome.

In that respect, this project will identify and document capabilities of the major ports across the Arctic region – including, ports in development, expanding or fully operational – to broaden the Commission's ongoing process of information gathering and activity. For example, what port capabilities are evolving and growing in the Arctic region? What relationship might an expanded port at Nome play on both sides of the Bering? What evolving system of port linkages, national security and commercial interests are growing in the Arctic region? This task will also identify the major Arctic shippers and what are their priorities and needs as they would transit through the Bering. Fundamentally, this task will offer a ground's eye view of expected growth and priorities as Arctic shipping traffic increases and, thus, creates an economic opportunity for the port.

Time estimate: 16 weeks @ \$9,000 monthly = \$36,000 (includes expenses)

The tasks that follow are not yet assigned a time frame – as each task builds upon the others and may require less time – but this dynamic is part of the process as it would unfold. Thank you.

B. TASK 2 will reflect upon a possible layover stop with cargo going through and/or a destination hub for cargo to go through and redistribute to other direction.

The task will also identify public and private potential financial partners for building critical infrastructure along with the opportunities as a growth engine for both human labor and hard infrastructure. The project will also identify links between new and emerging standards, for example regarding disposal of grey water, the development of wind or geothermal generated electricity or other opportunities for investment and income generation – some of which the Port at Nome is already considering.

This task will describe, analyze, and evaluate the broader points of the Arctic conversation regarding shipping and ports and Arctic commercial developments from the perspective of the interests of the Port at Nome including:

- a. Preferential berthing for shippers
 - b. How much to charge
 - c. What are shipper requirements
 - d. How to attract anchor tenants
 - e. To what extent might the Port of Nome become base of operations, and for whom?
 - f. Perhaps most importantly, what has worked and what has not – drawing from Arctic port experience.
- C. TASK 3 in its risk, due diligence and predictive dimensions, will be designed to convey the legal obligations, prepare for trends in evolving standards, and flag emerging stakeholder concerns. It will build, in part, on the *2016 Port of Nome Strategic Development Plan* to identify risks from community, NGO, Alaska Native and environmental perspectives. Drawing from local, state, federal and international law as well as corporate codes of conduct, this component will provide a template appropriate for auditing, enforcement and review. This segment will give particular attention to changing standards, harmonizing standards across national boundaries and opportunities catalyzed by the IMO Polar Code.
- D. TASK 4 will identify long-term trends regarding Arctic port development, including any opposition to port development on environment or other grounds to get ahead of the proverbial curve that could, in the future, unnecessarily impede its development.

APPENDIX B

CASE EXAMPLES

The purpose of the following task is designed to:

- Identify opportunities and challenges in each context that might be applicable to

the port at Nome;

- Develop business strategies with the help of specific insights about decisions taken by the various ports and for what reasons;
- Draw from and compare the key issues of interest to the Port at Nome in each of the following Arctic contexts;
- Be ahead of the competition by keeping abreast of all the latest policy changes on an ongoing basis.

Any field assessments will assist the Port of Nome in its strategic position as a transshipment hub as ice-free seasons are likely to increase. This report will, in part, draw from the *2016 Port of Nome* study to deepen an understanding of the most effective processes, the regulatory systems in place and, most importantly, how the step-by-step processes unfolded in each port situation with some degree of attention to what works and what didn't:

- Baltic Sea ports
- Russian deep water port at Providenya across the Bering Strait in the Chukotka peninsula
- The Port of Nome
- Bremenport
- Projected Port Development in Iceland

APPENDIX C

Wrap up task: As a Mediator to D.C. Superior Court, the development or enhancement of existing dispute resolution and negotiation mechanisms for the port development process so that issues of concern that might emerge can be identified and discussed through an agreed upon framework developed by the City or Port.

1.0 EXPERIENCE

This report will draw upon the consultant's extensive experience with legal and political assessments both domestically internationally, including projects such as the Deepwater Horizon spill in the Gulf of Mexico, the TransCanada Keystone, XL proposed pipeline, offshore petroleum development in Namibia, the Harvard-MIT Arctic Fisheries Project, Team Lead for the Woodrow Wilson International Center for Scholar's Polar Program on the Polar Code in the Bering: Russia, US and Canada, advisor to the Denali Commission and the University of Alaska Fairbanks.

2.0 BIO-IN-BRIEF

Anita L. Parlow, Esq., a recent Fulbright Scholar in Iceland regarding offshore issues between Iceland and Norway, was Team Lead to the Polar Program at the Woodrow Wilson International Center regarding the application of the Polar Code on Bering Strait, Northern Sea Route, Northwest Passage issues. Parlow recently served as Advisor to the Denali Commission and, advisor to the Harvard–MIT Arctic Fisheries Project. She also advised a variety of oil, gas and mining companies, including BP–Witt Associates following the Deepwater Horizon explosion and spill, TransCanada Keystone XL in its pipeline initiative in the U.S., and conducted due diligence, risk management and Corporate Social Responsibility and crisis management projects in offshore sub-Saharan Africa, Brazil, Central America and Central Asia. She has worked on Port projects in Canada, Iceland and the U.S. Gulf. Parlow has also served as advisor to the Denali Commission on Village Relocation and the University of Alaska on agriculture and leadership amongst youth in Native Villages.

Parlow has authored numerous articles for publications, including the Washington Post, the Alaska Dispatch News, North Dakota Law Review and, co-authored with the Wilson Center, the National Interest. She is also author and co-author with the Polar Center director for monthly think pieces on Arctic topics of interest published by the Alaska Dispatch News. Parlow’s most recent publication is for the University of Maine Oceans Law Review:

<https://digitalcommons.maine.edu/cgi/viewcontent.cgi?article=1362&context=oclj>

She has spoken at a number of conferences and symposiums on Arctic shipping and related issues: including COP 21, Paris UK-based Ethical Corporation, Aarhus University, Norwegian Oil and Gas seminar, Oxford University, The Montreal-based Shipping Summit and forthcoming: The European-Russian Atlantic in Oslo. Also, The Hart Energy Oil and Gas Symposium, the U.S. Gulf Coast Recovery Group, Bakken–Indigenous Interests Oil and Gas for Fort Berthold Tribe, Port Churchill at Hudson Bay, Canada and the World Bank. Parlow, who conducts pro-bono mediations for the District of Columbia Superior Court, earned an advanced degree in law from Oxford University, and is a member of the Bar of the Supreme Court of the United States.

Website: www.sustain-the-globe.com

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
August 16th, 2018**

The Regular Meeting of the Nome Port Commission was called to order at 5:35pm by Acting Chairman Henderson in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Smithhisler; Henderson; Rowe; Sheffield; McLarty;

Absent: Lean (excused); West (excused);

Also Present: Joy Baker, Port Director; Lucas Stotts, Harbormaster;

In the audience: Sandra Medearis, Arctic News; Emily Hofstaedter, KNOM; John Keeley, port user;

APPROVAL OF AGENDA

Acting-Chairman Henderson asked for a motion to approve the agenda:

A motion was made by Smithhisler and seconded by Sheffield.

At the Roll Call:

Ayes: Henderson, Rowe, Sheffield, McLarty, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

July 19, 2018 Regular
Meeting

Motion was made by Smithhisler, seconded by Rowe to approve the minutes:

At the Roll Call:

Ayes: Henderson, Rowe, Sheffield, McLarty, Smithhisler

Nays:

Abstain: West, Rowe

The motion **CARRIED**.

CITIZENS' COMMENTS

None

COMMUNICATIONS

- 18-07-25 Port of Nome 2019 Cruise Ship Schedule (Draft)
- 18-08-02 Defense bill directs spending to Alaska – ADN
- 18-08-03 FY2019 NDAA bill icebreaker provision
- 18-08-07 Icebreaker fight; battle between slogan and substance ADN
- 18-08-07 Arctic Maritime Symposium (14-16 Aug 2018 – JBER/ANC)

Discussion:

Commissioners noted the significant increase in cruise ship calls scheduled for 2019, with preliminary information from cruise liners indicating that future years will be similar. This increased cruise ship traffic heightens the need for funding and construction of the incinerator facility to handle the regulated waste. Port staff continues to peruse federal and state funding agencies for programs that align with the project.

CITY MANAGER'S REPORT (18-08-10 Report)

In the CM's absence, HM Stotts shared highlighted that the monofill and landfill inspections went well, and pointed out the report attachments identify the life expectancy of cell #2 at the landfill. PD Baker added the report attachments were included as a precursor to later discussions on accepting construction debris from regional projects. C. Sheffield inquired about the NWATP Planning Charrette held in Nome – PD Baker replied the meeting was facilitated by a contractor (Remote Solutions) for Alaska DOT to discuss regional transportation projects. C. Smithhisler added that a number of villages were represented a variety of different types of projects were discussed.

HARBORMASTER'S REPORT (Verbal)

HM Stotts gave kudos to his assistant Chris Schuneman for doing a great job covering the facility while he took personal time to travel to Minnesota last week for a wedding. Chris was able to make some quick adjustments to accommodate changes to the last cruise ship call from 1 day to 2 days, with the assistance of public works for lines and security. We have 3 tankers offshore today for do ship-to-ship transfers, but weather is complicating those plans. We anticipate the launch of the Myrtle Irene sometime in the next few weeks, which will be followed by the installation of the deadman anchor for large haulouts. Lastly, the wave buoy offshore has been producing great data, according to the NOAA weather offices. We are now coordinating with the AOOS folks on the plan for retrieval so we are prepared in advance.

Discussion:

C. Henderson inquired if the buoy retrieval is an involved process – HM Stotts replied that no, under the current plan, it's an acoustic release to drop the anchor chain and lift the buoy onto the boat. C. McLarty asked whether there would be suitable space for the upcoming yachts in the harbor – HM Stotts stated that there is a possibility that space will be available, but there is also a draft question on one yacht so, if any conflicts, the yachts will be given space on the Causeway to refuel and resupply. C. McLarty added that he'd like to see the regular users stack up if necessary to allow for suitable wall space for the yachts.

PORT DIRECTOR REPORT (Projects Update) - (18-08-10 Report)

PD Baker touched on the Corps MFS points listed in the written report being the basin depths, design vessels, updated analysis on the economics and broader justification allowed under the 2006 RSH Authority. We are still looking into the possibility of a test pilot program for an assist tug in Nome in 2019. There are a number of elements that need to be evaluated to determine whether it's time to test this operation.

Discussion:

C. McLarty asked what the tug company was looking to get for the test pilot program – PD Baker replied that we've been discussing mostly operational information regarding traffic and assist volumes, so will get more into the mechanics of an agreement during an upcoming work session with the Commission. McLarty added that he thought there were probably other roles this vessel could serve in the facility.

C. Sheffield asked about the Arctic Maritime Symposium identified in the report; what was the most common topic of discussion? PD Baker replied that in addition to infrastructure development on the Russian side was the predominant/frequent mention of the Corps project being investigated at the Port of Nome. Sheffield added, what was the most unexpected thing that was learned? Baker indicated she was surprised that all of the service branches were all finally in agreement that “the military is behind the curve in the Arctic and we must up our game” – which is a change from their mantra that “we are currently meeting our missions in the Arctic”.

OLD BUSINESS - None

NEW BUSINESS

Concrete Barge Ramp Replacement Plan NSEDG Funding Opportunity

PD Baker outlined that the purpose of this business item tonight was to garner support for submitting the funding proposals to the grantor agencies.

Discussion:

McLarty asked if the grants were being applied for under the methodology discussed during the latest work session, which he missed – Baker replied yes. McLarty elaborated further regarding his thoughts on various approaches to the project, many of which had been previously discussed and evaluated with the engineers during the work session. McLarty asked if a history of elevation shots on the ramp could be made available – Baker indicated she would research that information and bring back to the members. McLarty reiterated his intent was whether we are locked into a construction methodology with the application of these grants – Baker indicated additional information can be provided to the funding agencies if needed. C. Smithhisler asked if there was a percent complete provided from PND on these drawings – Baker replied these are at 65% with more updated drawings to be provided prior to submitting the grant applications. C. Henderson added that his recall from the work session was a consensus to replace rather than repair the ramp.

Motion:

The following motion was moved by Rowe and seconded by Smithhisler:

Support making application to NSEDG for a 2018 Large Infrastructure Outside Entity Funding (OEF) Grant for the Inner Harbor Launch Ramp Repair Project.

At the Roll Call:

Ayes: Henderson, Rowe, Sheffield, McLarty, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

EDA-Public Works Funding Opportunity

Motion:

The following motion was moved by Rowe and seconded by Smithhisler:

Support making application to the U.S. Economic Development Administration (EDA) under the Public Works/Economic Development Program Grant for the Inner Harbor Launch Ramp Repair Project.

At the Roll Call:

Ayes: Rowe, Sheffield, McLarty, Smithhisler, Henderson

Nays:

Abstain:

The motion **CARRIED**.

AOOS/Marine Exchange – Port Entrance Weather Camera

PD Baker alerted the members that this is essentially a second step to the offshore AOOS buoy which serves to give mariners a link on the same website as the buoy for a real-time photo showing the entrance to the Port of Nome specifically for weather conditions. We are working with the City IT folks on the mechanics of the arrangement, as well as coordinating with the Marine Exchange, who will facilitate the camera purchase as funded through AOOS. The placement of the camera requires a 5 year agreement (MOU) with the Marine Exchange, which would benefit from a motion from the Commission.

Discussion:

Sheffield asked if this would require an additional tower – Baker replied no. McLarty asked what the usage might be and if there would be additional costs for the live streaming – Baker replied no live streaming, just snapshots every 60 seconds or so. Rowe confirmed that Baker mentioned any costs for additional internet would be included in the agreement with the Marine Exchange – Baker replied yes.

Motion:

The following motion was moved by Sheffield and seconded by Rowe:

Support entering into a Memorandum of Understanding (MOU) with the Marine Exchange of Alaska (MXAK) for the joint operation of a weather camera at the Port entrance with a public viewing link – through funding from the Alaska Ocean Observing System (AOOS).

At the Roll Call:

Ayes: Sheffield, McLarty, Smithhisler, Henderson, Rowe

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

John Keeley with Phoenix Marine – asked about whether the grant funding agencies would allow grantees to keep remaining funds if value engineering was used to lower project costs? Baker replied no, any unused funds would have to be returned to the funding agencies.

COMMISSIONERS' COMMENTS

C. Sheffield – no comments.

C. Smithhisler – no comments.

C. Rowe – only one; just curious about the cleanup issues from last meeting? HM Stotts said the items from west beach were removed. The vast majority of the area around the container has also been cleaned up.

C. McLarty – thank you to HM Stotts for the cleanup of those areas, and my apologies for missing the ramp work session as that is one that I wanted to be at.

C. Henderson – I like the direction that we’re going, whether it’s the assist tug or the weather camera as these are all good things for the users. Really excited about that as well as all the cruise ships that are coming in and that City staff are taking a creative approach – and agree with Joy in the approach to the assist tug in getting other vessels into the dock as this will stimulate more activity and other business at the port.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED to September 20, 2018

ADJOURNMENT

Motion was made by Smithhisler and seconded by Sheffield for adjournment – 8:12 PM.

APPROVED and **SIGNED** this 20th day of September 2018.

Jim West, Chairman

ATTEST:

Joy Baker, Port Director



An icebreaker from Rosatomflot escorts a vessel through icy areas along the Northern Sea Route. Will future vessels avoid sailing in the Russian economic zone in order to avoid Putin's requirement about having a Russian escort? (Photo: Rosatomflot)

Op-ed: The Northern Sea Route is alive and well



Jan-Gunnar Winther

Jan-Gunnar Winther is Specialist Director of the Norwegian Polar Institute

07/03/2018

◀ 1

Just a few years ago the increasing ship traffic in the Arctic, especially the so-called Northern Sea Route along Russia's northern coast, generated a great deal of attention. This formerly ice-blocked passage between Asia and Europe was poised to become an attractive new transport route linking world markets. Then developments slackened and the story disappeared from the news. Is it time to write off the Arctic sea passage as a commercial transport route? Hardly. But to get a good picture of the situation we

must distinguish between two different things: transit traffic and destination traffic. Which time-frame is being applied is also decisive.

Challenging years

Much has happened since the ground-breaking transit of the German ship *Beluga* through the Northern Sea Route in 2009. The years that followed saw more and more coal, paper, iron ore, oil and frozen fish transported through this passage. Then both freight markets and fuel costs declined. Some years with difficult ice conditions, combined with a scarcity of commercial ice-strengthened ships, markedly reduced the economic value of the time saved by using the shorter northern route. These factors and the uncertainty caused by the international sanctions against Russia resulted in the low year of 2016, when only a quarter as many ships sailed through the northern passage, carrying just 3 % of the load volume, compared to three years previously. In comparison to the Suez Canal, through which some 18,000 vessels make their way every year, this is negligible. The wind had gone out of the sails.

While through-traffic has plummeted, destination traffic has almost quadrupled, rising from 2.8 million tonnes in 2013 to 10.7 million in 2017. What lies behind this development is mainly the enormous Sabetta liquid natural gas (LNG) facility on the Yamal Peninsula. Upon completion of the first phase of the construction in 2021, 16.5 million tonnes of LNG will be transported annually from the peninsula. Phase II, being planned, will more than double the transport volume. The gas will go to Europe in the winter and to Asia in the summer, when ice conditions are easier. No fewer than fifteen ice-strengthened vessels are being built in South Korea.

The first of these ships to be delivered, the LNG tanker *Christophe de Margerie*, set a speed record last year sailed from Hammerfest, Norway, to Boryeong, South Korea via the northern sea route. Not only that; the tanker also made the journey without the assistance of Russian ice-breakers. President Putin has ordered that all ships moving through the Northern Sea Route and conveying oil, gas or coal must be accompanied by a Russian escort. It will be interesting to see if shipping companies will respond by sailing north of the Russian economic zone in order to skirt this requirement.

Dual image – transit and destination traffic

Today we have dual picture: transit volume along the Northern Sea Route is at a trickle but destination traffic is escalating robustly. The latter is the most predictable and will in all probability continue to grow. Climate change will also make other regions of the northern seas more readily accessible, boosting anticipated commercial maritime activities in connection with energy, fisheries and tourism. About 80 % of current ship traffic in the Arctic is in Norwegian waters.

What about transit traffic? We do not hear much about this these days, but it's worth noting that Asian shipping companies and political authorities have maintained an interest in the Northern Sea Route even as transit traffic has fallen off. In 2014, COSCO – the Chinese company that is the world's biggest shipping corporation – produced a guide to navigating the Northern Sea Route based on a thorough survey of conditions. The company has been gradually routing more and more of its ships through the northern passage; in 2017 there were more than ten Chinese ships in these waters. When President Xi Jinping met Russian Prime Minister Dmitry Medvedev last year, the vision of an Arctic Silk Route was launched as an offshoot of China's ambitious One Belt and One Road Initiative – a massive investment in commercial routes. The Arctic Silk Route is also discussed in the Arctic strategy paper that China issued a few weeks ago. In South Korea, port authorities in Busan subsidize shipping companies that use this harbour as jumping off point to the Northern Sea Route. On the Japanese island of Hokkaido, the port of Tomakoma is being pitched as an attractive springboard to the Arctic. A case could be made that long-term, strategic interest in transit through the Northern Sea Route is far from moribund.

Safety along the NSR

Several conditions pertaining to safety and environmental protection must be met for intensified ship traffic to be defensible in the Arctic. These include access to ice-strengthened vessels, the establishment of broadband communication and commensurate search and rescue operations. The Arctic Council and the International Maritime Organization play key roles here. It may take time, but these and other impediments can be solved. In the meantime, sea ice in the Far North continues to diminish. If fuel costs rebound, so will the economic value of the transit time shaved off by taking the Arctic sea route.

A prevailing perception has been that the Northern Sea Route is good for bulk transport but ill-suited to container transport, which requires precise delivery ("just in time"). Huge numbers of container ships flow through the Suez with low unit costs. Yet there are plans in 2018 for a container ship to sail between Asia and Europe through the Northern Sea Route. If this goes well, it will be a milestone that could set off a new wave of interest and open up new markets.

◀ 1

Tags: [Arctic Council](#), [China](#), [China Ocean Shipping Company \(COSCO\)](#), [Christophe de Margerie](#), [Icebreaker](#), [International Maritime Organization \(IMO\)](#), [Jan-Gunnar Winther](#), [Northeast Passage](#), [Northern Sea Route](#), [Norway](#), [Russia](#), [Sabetta](#), [Yamal](#)

SE FLERE FRA KRONIKKER



Replik: Regjeringen satser i nord

11/09/2018



The High North Assumes A Life of Its Own

11/09/2018



Kronikk: Nordområdene lever sitt eget liv

04/09/2018

Legg igjen en kommentar

Kommentér

Ditt navn

*

Din e-post

*

Nettside

WORLD

World's Largest Shipping Company Heads Into Arctic As Global Warming Opens The Way

August 22, 2018 · 2:21 AM ET



JACKIE NORTHAM



An aerial view of the Yevgeny Primakov icebreaker on the ice-covered Neva River in St. Petersburg, Russia. Maersk, the world's largest shipping line, is testing a Vladivostok to St. Petersburg route through the Arctic.

Anton Vaganov/TASS via Getty Images

Maersk, the world's largest container line, is about to test the frigid waters of the Arctic in a trial of shorter shipping lanes that could become viable as warmer temperatures open up the Northern Sea Route.

On or around Sept. 1, Denmark-based Maersk plans to send its first container ship through the Arctic to explore whether the once inhospitable route could become feasible in the future. Many analysts see the test as a turning point for both the shipping industry and the Arctic.

Over the past decade, as the earth has warmed, global shipping companies have increasingly eyed the Arctic as a way to cut precious — and expensive — travel time. Some shipping companies, including Maersk's main rival, China-based Cosco, are already plying Arctic waters carrying heavy equipment, such as wind turbines.

However, conditions have been seen as too harsh and unpredictable for massive shipping containers. Now Maersk is going to give it a try with what it says is a one-off voyage. It is sending the Venta Maersk — a new ship with a reinforced hull and a capacity of 3,600 containers — into the polar sea.

Malte Humpert, the founder and senior fellow of the Arctic Institute, a Washington, D.C.-based think tank, says Maersk's decision signals the next step in the development of Arctic shipping.

"It's not a major, dramatic shift, it's just a kind of sequential development," he Humpert says. "The ice is melting and more things are becoming possible in the Arctic, and with that, of course, ... comes enhanced risk for the environment."

In a statement to NPR, Maersk says it does "not see the Northern Sea Route as an alternative to our usual routes. We plan new services according to our customers' demand, trading patterns and population centers."

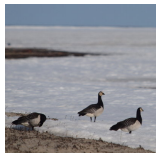
The company says it is dispatching Venta Maersk in the Arctic on "a trial to explore an unknown route for container shipping and to collect scientific data."

Humpert says Maersk wants to gain some experience in the Arctic, which will likely open up more possibilities in the future. He says the Northern Sea Route could slice about two weeks off the journey from Asia to Europe. Venta Maersk is expected to travel from Vladivostok, in Russia's Far East, to the Baltic sea port of St. Petersburg.



SCIENCE

Antarctica Has Lost More Than 3 Trillion Tons Of Ice In 25 Years



SCIENCE

Migrating Arctic Geese Are Confused, Exhausted By Rising Temperatures

Even so, cutting travel time does not guarantee cost savings. Humpert says there is no infrastructure in the Arctic, and unlike the traditional Vladivostok-to-St. Petersburg route through the Suez Canal, there are no transshipment options along the way.

"The only way to make a giant ship with ... containers work is if you have a dozen or so ports along the way where you offload a thousand containers and you take on another thousand containers," he says. "That's kind of how global shipping works."

Paul Bingham, a transportation and international trade economist with the Economical Development Research group, says *Venta Maersk* is an "ice-class vessel," capable of going through about 3 feet of unconsolidated ice. He says that makes the ship strong enough to withstand the rigors of the route, but only for about three months of the year.

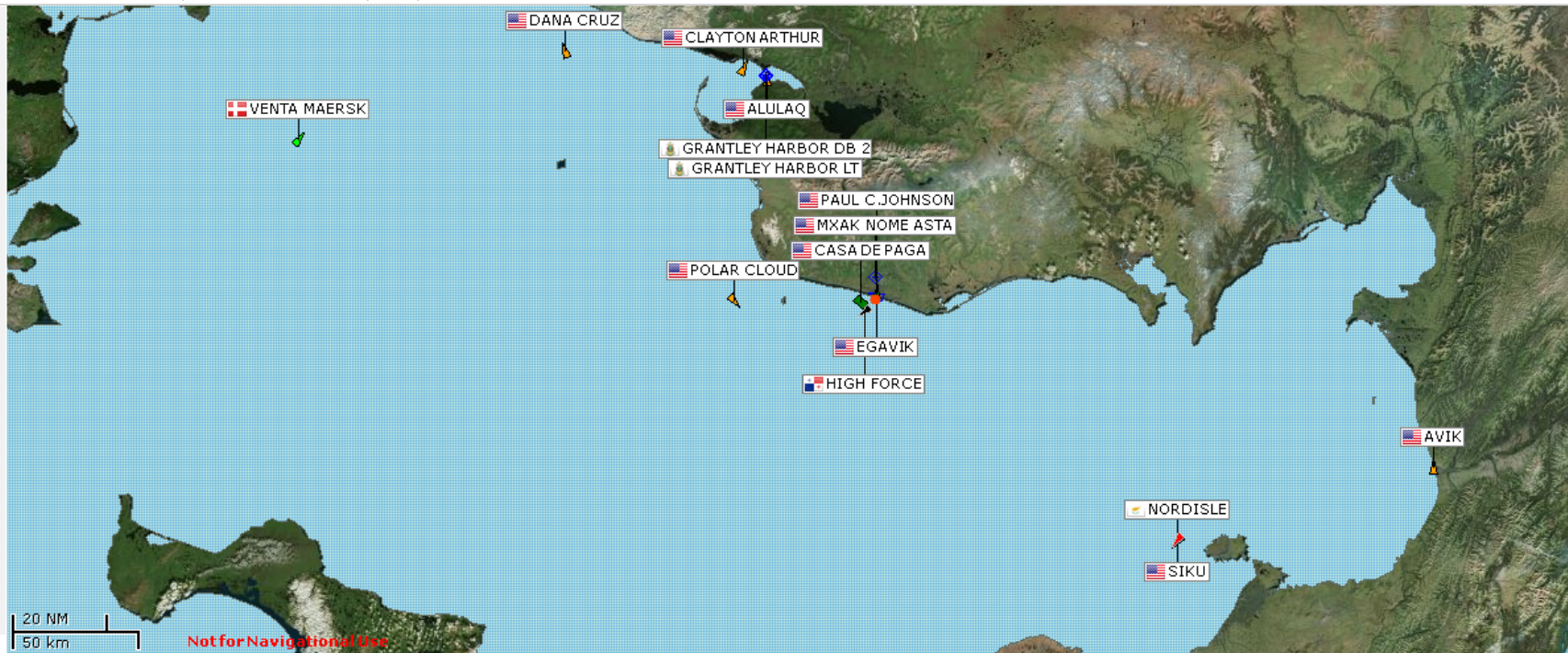
"For many of these routes, for some portion of the year for certain vessels, they would require quite expensive Russian icebreaker escort in front of their vessel," Bingham says. That, he says, would make it certainly much more limited in terms of attractiveness to a lot of shippers."

Bingham says *Maersk* will likely look at a number of metrics, such as speed, fuel consumption and how maneuverable the vessel is in the ice.

"They'll be measuring air temperature and wind speed ... probably even be monitoring the crew in terms of their performance for when they have to be out on deck for whatever reason in the exposed air," he says.

Bingham says *Maersk* will likely also be measuring how the cargo fares on the cold journey. But that shouldn't be much of a worry — the *Venta Maersk* will be carrying mainly frozen fish on its maiden voyage to the Arctic.

- ALULAQ (0m)
- AVIK (6m)
- CASA DE PAGA (0m)
- CLAYTON ARTHUR (0m)
- DANA CRUZ (2m)
- EGAVIK (0m)
- GRANTLEY HARBOR DB 2 (0m)
- GRANTLEY HARBOR LT (1m)
- HIGH FORCE (0m)
- MXAK NOME ASTA (0m)
- NORDISLE (1m)
- PAUL C. JOHNSON (0m)
- POLAR CLOUD (0m)
- SIKU (0m)
- VENTA MAERSK (56m)



7.0 | 65°19.260'N [65°19'15.6"N] (65.321005) | 161°30.601'W [161°30'36.0"W] (-161.510010) Dist:109.30NM(202.4km) Brng:160.9°(160.9°) CPA:102.82NM(190.4km) TCPA:0.0min A:11 B:1 AtoN:3 Users:41

Wind Dir.: 10° Wind Speed: 7Kn Wave Height: 2ft / 0.6m Temp.: 51°F / 10°C



SITNASUAK
NATIVE CORPORATION

September 14, 2018

Honorable Lisa Murkowski
United States Senate
522 Senate Hart Office Building
Washington, DC 20510

Honorable Dan Sullivan
United States Senate
702 Hart Senate Office Building
Washington, DC 20510

Honorable Don Young
United States House of Representatives
2314 Rayburn House Office Building
Washington, DC 20515

RE: Support for the Port of Nome and WRDA authorization

Dear Honorable Congressman Young, Senator Sullivan, and Senator Murkowski:

I am writing to convey the strong support of Sitnasuak Native Corporation (SNC) for your efforts to include language within the Water Resources Development Act (WRDA) authorization bill directing the U.S. Army Corps of Engineers to expedite the completion of a feasibility study for the Port of Nome.

As you know, SNC is the Alaska Native Village Corporation for Nome, owned by approximately 2,900 Alaska Native shareholders. SNC is one of the many current users of the Port of Nome. Bonanza Fuel, LLC, a wholly owned subsidiary of SNC, manages the largest bulk fuel storage facility in Nome and has been located at the Port for over 20 years. Bonanza provides products and services to public and private maritime customers, commercial operations, and community residents and has also invested in oil spill response services that ultimately serve the broader community and growing Arctic maritime users.

Thanks to your efforts, federal policymakers now understand that the Port of Nome is strategically positioned in the U.S. Arctic to cost-effectively enhance and serve private, state, national and international needs. Today, the Port provides significant regional benefits with the 16 villages within the Bering Strait region as well as villages within the neighboring Southwest, Northwest Arctic, and North Slope regions.

As global and regional maritime commerce in the Arctic continues to grow, the need for a deep-water port in the U.S. Arctic is becoming critically important to promote sustainable economic development, ensure the safety and operational efficiency of the vessels traversing our region's

PO BOX 905
NOME, AK 99762

P: 907.387.1200



4341 B ST., STE. 402
ANCHORAGE, AK 99503

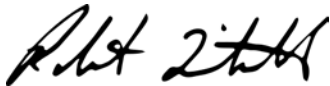
P: 907.929.7000

waters, as well as the strategic positioning and servicing of military assets and other important resources. The feasibility study outlined and funded by WRDA is timely and will bring us a major step closer to enhancing the Port of Nome infrastructure with opportunities for growth of onshore support services to meet demand in this underserved segment of U.S. Arctic transportation infrastructure.

If you have any questions, please feel free to contact myself or Ukallaysaaq T. Okleasik, Vice-President of Corporate Affairs at (907) 387-1200 or via e-mail at ukallaysaaq@snc.org.

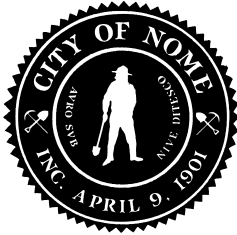
In closing, quyaana / thank you for everything you have done and continue to do to advance the Port of Nome project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robt 2th'.

Roberta "Bobbi" Quintavell,
President & CEO

Cc: Honorable Mayor Richard Beneville, City of Nome



CITY OF NOME

City Manager's Office

P.O. Box 281

Nome, Alaska 99762

907.443.6600

tmoran@nomealaska.org

City Manager's Report

From: Tom Moran, City Manager
To: City Council
Date: August 25 – September 7, 2018

- With DOC Commissioner Dean Williams in town, I attended the “Breaking the Cycle” film screening at Old St. Joe’s on Tuesday, August 28th. The screening was fairly well-attended, and focused on the premise that people go to jail for correction, not punishment (going to jail *is* the punishment, so there shouldn’t be further punishment during a sentence).
- I also attended the Community in Unity event at Anvil Mountain Correctional Center on Wednesday, August 29th. This discussion was *very* well-attended, and focused on the difficulties prisoners have returning to society upon release. As you know, the Nome Reentry Coalition has been conducting a “needs assessment” to tackle this subject in our community.
- City Engineer John Blees was in town on Wednesday the 29th and Thursday the 30th to handle a few outstanding items, including: 1) 35% site plans for the new hockey rink; 2) an end-of-season inspection at the Steadman Street Basketball Court for DEC; 3) Tobuk Alley right-of-way issues (at the intersection of D Street and between Spokane and Steadman Streets); 4) the historic preservation grant for the Swanberg Dredge; 5) site planning for the new campground, the new dog park, and the new disc golf course; 6) annual road maintenance requests (Lucy’s Way, Musk Oxen Way, West Second Beach Road). Please see the attached 35% site plan for the hockey rink. *Attachment 1*.
- Congratulations to our August Employee-of-the-Month, Paul Kudla (Cemetery Laborer). Under his watchful eye, the Cemetery looks better than it *ever* has before. Keep up the good work, Paul!
- A reminder that the candidacy period for our municipal election closes on Tuesday, September 11th at 5:00 p.m. In addition to two ballot propositions, this year’s expiring seats are:
 - Councilman Lew Tobin
 - Councilman Stan Andersen
 - Utility Board Member Wes Perkins (2 year term)
 - Utility Board Member Dave Barron
 - School Board Member Nancy Mendenhall
 - School Board Member Sandy Martinson

- As previously discussed, the 2018 Museums Alaska – Alaska Historical Society Conference will be held in Nome from Wednesday, September 12th through Saturday, September 15th. Heavily discounted registration is available for Nome residents, so please contact the Museum at 443-6631 if you're interested. *Attachment 2*.
- On Monday, October 1st, please join us for "Coffee with the Chief" at the Mini Convention Center from 5:00 p.m. – 8:00 p.m. This should be a great opportunity for the public to meet the new head of the Nome Police Department, Mr. Robert Estes. *Attachment 3*.
- Don't forget that Tuesday, October 2nd is the annual municipal election at Old St. Joe's from 8:00 a.m. – 8:00 p.m. Please note that the polls *do not* open at 7:00 a.m. like they do for state elections. Please also note that this year marks the triennial NSEDC representative election, too.



Memo

To: Tom Moran – City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Nome Common Council
Nome Port Commission
Date: 9/17/2018
Re: Port & Harbor Report/Projects Update – September 2018

The following provides a status update on active issues and projects pertaining to the Port & Harbor.

Administrative:

The F19 Port Budget at 17 September shows 41.1 % revenue – with 20.% expended. In preparation for winter, Port staff have been working with users to cleanup and realign the storage yards to increase efficiency. Both commercial petroleum operators have successfully received what is understood to be their final product deliveries for the season.

Port and Public Works crews are coordinating on the field plan for installation of a deadman anchor to assist with large vessel haulouts. This project consists of excavation of the ground adjacent to the launch ramp, installation of deadman, followed by compaction of 3" gravel backfill in 6" lifts. Surface area will be compacted with roller, with pile cap and shackle protected with steel plate cover.

Causeway:

Arctic Deep Draft Port – Modification Feasibility Study (MFS):

The Army Corps Alaska District's Project Delivery Team (PDT) held their monthly meeting on 13 Sept 2018, with the following informational update;

- Corps has executed subcontract with Tetra Tech to expedite economics analysis for study
- Economics is still in pursuit of Harbor Sym Modeling (separate economic component)
- H&H (engineering) is finalizing dredge/stone quantities for submitting to cost engineering
- Environmental requested basin and breakwater area volumes for beach replenishment quantities
- City requested beach disposal quantities include replenishing eastern portion of town seawall
- City/Economics to coordinate on seawall maintenance efforts/costs to identify benefits
- Corps Counsel evaluating need to change study authority from 1970 to 1948 (more to come)
- Ship Simulation has been confirmed for 12-20 November in Vicksburg, MS – attendees for the City include Chairman West, Vice-Chairman Lean, PD Baker and two Alaska Marine Pilots.

Concrete Launch Ramp Replacement Project:

Both the NSEDC grant application for \$300K, and the EDA proposal, for just over \$1.6M have been submitted for funding consideration. Acceptance of the EDA proposal will trigger a full application to be provided within a specified time. Funding award notices are anticipated late 2018 or early 2019.

Port Industrial Pad:

West Nome Tank Farm (Property Conveyance):

An update from the USAF Real Estate Branch indicated the Environmental Baseline Survey is now anticipated to be delivered by the USACE by 30 Sept 2018. Once the process is deemed complete, the USAF property section can begin drafting the Real Property conveyance paperwork.

External Facilities:

Cape Nome:

Placement of the remaining armor rock was achieved on 30 Aug, with the final bathymetric survey completed on 6 Sept, with data expected to be provided within a few weeks. Once available, PND Engineers will review to ensure no deficiencies remain prior to the disaster program funding deadline of 27 December 2018.

Additional information is available upon request.

Suspend the Rules and Pass the Bill, S. 3021, With Amendments

**(The amendments strike all after the enacting clause and insert a
new text and an amendment to the title)**

115TH CONGRESS
2D SESSION

S. 3021

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 5, 2018

Referred to the Committee on Transportation and Infrastructure

AN ACT

To designate the United States courthouse located at 300 South Fourth Street in Minneapolis, Minnesota, as the “Diana E. Murphy United States Courthouse”.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

Suspend the Rules and Pass the Bill, S. 3021, With Amendments (The amendments strike all after the enacting clause and insert a new text and an amendment to the title)

115TH CONGRESS 2D SESSION

S. 3021

* * *

SEC. 1203. EXPEDITED COMPLETION OF REPORTS FOR CER2 TAIN PROJECTS. 3 (a) FEASIBILITY REPORTS.—The Secretary shall expedite the completion of a feasibility study for each of the following projects, and if the Secretary determines that the project is justified in a completed report, may proceed directly to preconstruction planning, engineering, and design of the project:

- (1) Project for riverbank stabilization, Selma, Alabama.
- (2) Project for ecosystem restoration, Three Mile Creek, Alabama.
- (3) Project for navigation, Nome, Alaska.
- (4) Project for flood diversion, Seward, Alaska.

* * *

Pages 97-98

F14-F18 PORT REVENUE/EXPENSE COMPARISON

		2017-18	2016-17	2015-16	2014-15	2013-14
		Current Year	Prior Year 1	Prior Year 2	Prior Year 3	Prior Year 4
Account Number	Account Title	Unaudited	Actual	Actual	Actual	Actual
CSWY REVENUE						
80.3111.2001	CAUSEWAY DOCKAGE	88,376.97	98,972.01	77,186.37	53,062.17	66,072.26
80.3111.2002	CAUSEWAY WHARFAGE, DRY	192,255.43	145,585.26	184,158.44	194,665.30	282,945.46
80.3111.2003	CAUSEWAY WHARFAGE-FUEL	273,780.75	254,556.24	229,185.90	231,292.12	363,000.37
80.3111.2004	CAUSEWAY WHARFAGE GRAVEL	76,835.26	228,490.67	75,200.89	55,670.26	59,872.67
80.3111.2005	CAUSEWAY STORAGE AREA RNT	9,816.00	15,340.58	9,966.72	20,618.73	6,939.12
80.3111.2006	CAUSEWAY UTILITY SALES	23,762.52	42,946.18	13,920.87	11,807.22	19,883.06
80.3111.2007	CAUSEWAY MISC TERM REVENUE	71,157.40	238,089.53	52,560.43	34,381.46	49,241.50
	TOTAL CAUSEWAY REVENUE	735,984.33	1,023,980.47	642,179.62	601,497.26	847,954.44
SEAWALL REVENUE						
80.3211.1001	SEAWALL SEASNL DOCK PERMT	125,371.39	109,446.54	119,162.92	133,967.29	118,166.53
80.3211.2001	SEAWALL DOCKAGE	85,784.70	63,496.72	49,316.88	42,879.34	40,575.18
80.3211.2002	SEAWALL WHARFAGE DRY	95,989.07	87,364.76	68,084.40	82,583.58	90,742.93
80.3211.2003	SEAWALL WHARFAGE FUEL	91,110.21	66,630.54	30,120.34	88,355.16	80,231.12
80.3211.2004	SEAWALL WHARFAGE GRAVEL	34,937.20	13,261.82	754.80	14,396.47	8,468.34
80.3211.2005	STORAGE AREA RENTAL RIVER	33,282.67	34,216.78	36,148.12	13,273.74	35,878.81
80.3211.2006	SEAWALL UTILITY SALES	8,070.74	6,944.10	6,366.99	4,726.01	6,588.23
80.3211.2007	SEAWALL MISC TERM REVENUE	1,820.00	1,401.08	2,255.63	3,040.45	3,214.66
80.3211.2008	LEASES RENTAL LAND BLDGS	44,499.77	79,110.49	101,151.08	80,405.39	65,034.43
80.3211.2009	SALE OF PROPERTY & ASSETS	0.00	0.00	0.00	0.00	0.00
	TOTAL SEAWALL/JETTY REVENUE	520,865.75	461,872.83	413,361.16	463,627.43	448,900.23
QUARRY REVENUE						
80.3311.2001	QUARRY DOCKAGE	0.00	0.00	0.00	0.00	0.00
80.3311.2002	QUARRY WHARFAGE DRY	0.00	0.00	0.00	0.00	1,155.00
80.3311.2007	QUARRY MISC TERM REVENUE	0.00	0.00	0.00	0.00	0.00
80.3311.2008	LEASES RENTAL LAND BLDGS	0.00	0.00	0.00	0.00	0.00
	TOTAL QUARRY/CAPE REVENUE	0.00	0.00	0.00	0.00	1,155.00
IND. PARK REVENUE						
80.3411.2005	INDUST PK STORAGE RENTALS	239,736.83	197,426.68	181,875.53	193,570.26	204,128.35
80.3411.2008	LEASES RENTAL LAND BLDGS	160,120.61	159,092.85	136,574.10	164,066.77	185,003.34
80.3411.2009	SALE OF PROPERTY - BFI/SNC	0.00	0.00	0.00	0.00	0.00
	TOTAL INDUSTRIAL PARK REVENUE	399,857.44	356,519.53	318,449.63	357,637.03	389,131.69
COPIES/FAX/FEE REV						
80.3511.0001	COPIES, FAX, PUBS	327.75	4.00	10.00	2.00	38.25
80.3511.0002	RETURNED CHECK FEE	0.00	16.01	35.00	105.00	95.00
80.3511.0003	CREDIT CARD SERVICE FEES	0.46	0.30	0.00	0.00	0.00
80.3511.0004	RESALE ITEMS: HATS, CHARTS	2,801.20	2,107.53	5,661.50	3,827.10	1,930.35
80.3511.0005	OTHER PORT REVENUE	3,298.17	26,253.38	83,488.64	39,681.50	30,423.78
	TOTAL COPIES, FAX, FEES	6,427.58	28,381.22	89,195.14	43,615.60	32,487.38

F14-F18 PORT REVENUE/EXPENSE COMPARISON

		2017-18	2016-17	2015-16	2014-15	2013-14
		Current Year	Prior Year 1	Prior Year 2	Prior Year 3	Prior Year 4
Account Number	Account Title	Unaudited	Actual	Actual	Actual	Actual
INTEREST REVENUE						
80.3611.2001	INTEREST EARNINGS PORT OP	6,347.79	4,961.23	5,255.55	5,137.08	5,443.04
80.3611.2002	INTEREST EARNINGS CAUSEWY	1,255.66	1,859.72	616.64	2,173.85	2,166.13
80.3611.2003	INVESTMENT EARNINGS	22,870.38	14,331.17	11,253.89		
	TOTAL INTEREST EARNINGS	30,473.83	21,152.12	17,126.08	7,310.93	7,609.17
80.3711.0001	STAK EMPL RELIEF ER139/HB284	0.00	15,111.18	28,730.33	157,214.39	52,126.38
80.3711.0002	CONTRIBUTIONS NSEDC/OTHER	84,587.95	25,000.00	0.00	0.00	0.00
	TOTAL CONTRIBUTIONS/OTHER	84,587.95	40,111.18	28,730.33	157,214.39	52,126.38
80.3899.9999	PORT OF NOME USE FUND BAL	0.00	0.00	0.00	555,779.17	472,589.45
	TOTAL FUND BALANCE APPROP.	0.00	0.00	0.00	555,779.17	472,589.45
	TOTAL REVENUE	1,778,196.88	1,932,017.35	1,509,041.96	2,186,681.81	2,251,953.74

F14-F18 PORT REVENUE/EXPENSE COMPARISON

		2017-18	2016-17	2015-16	2014-15	2013-14
		Current Year	Prior Year 1	Prior Year 2	Prior Year 3	Prior Year 4
Account Number	Account Title	Unaudited	Actual	Actual	Actual	Actual
CAUSEWAY EXPENSE	Labor totals	155,016.94	92,232.02	183,817.75	162,099.17	120,954.75
80.6111.1101	SALARIES - CAUSEWAY MAINTENANC	3,038.13	3,508.00	2,218.90	2,058.39	3,901.74
80.6111.1102	SALARIES - CAUSEWAY OPERATIONS	12,515.56	12,818.05	7,730.97	9,753.01	11,683.54
80.6111.1103	SALARIES - CAUSEWAY ADMIN	68,484.96	34,247.21	87,326.17	57,332.49	43,060.01
80.6111.1411	ACCRUED PERSONAL LEAVE - CSWY	15,245.28	3,120.30	14,217.97	13,920.05	12,752.55
80.6111.1421	HEALTH INSURANCE - CSWY	28,903.61	13,709.06	30,810.78	24,225.12	19,236.08
80.6111.1431	LIFE INSURANCE - CSWY	32.54	134.58	30.32	32.00	21.10
80.6111.1441	FICA/MEDICARE - CSWY	6,448.27	5,254.89	8,970.79	5,389.56	5,008.90
80.6111.1451	ESC-CAUSEWAY	368.61	395.46	247.38	318.79	528.78
80.6111.1461	PERS - CSWY	18,135.92	17,581.50	30,589.02	47,775.55	23,787.25
80.6111.1471	WORKERS' COMP INS - CSWY	1,844.06	1,462.97	1,675.45	1,294.21	974.80
80.6111.1530	PROPERTY BUILDING INSURANCE	28,700.00	28,437.50	26,427.50	26,382.50	25,873.00
80.6111.1802	PROF SVCS - HIGH MAST LIGHTS	0.00	0.00	0.00	1,305.00	7,162.49
80.6111.1803	PROF SVCS - MIDDLE DOCK	0.00	0.00	3,829.93	8,891.80	4,934.99
80.6111.1804	PROF SVCS - ARCTIC DEEP DRAFT PORT	0.00	0.00	3,829.85	9,191.58	4,934.95
80.6111.1810	AUDIT/ACCOUNTING	15,766.05	17,635.86	16,768.40	0.00	1.65
80.6111.1820	ENGINEERING/ARCHITECTURAL SVCS	98,305.97	6,639.50	4,500.46	80,985.92	75,293.17
80.6111.1830	LEGAL SERVICES	0.00	1,750.00	0.00	0.00	1,246.00
80.6111.1840	SURVEY/APPRaisal SERVICES	0.00	0.00	3,427.50	0.00	0.00
80.6111.1870	OTHER PROFESSIONAL/CONTRACT SVCS	200.00	6,250.00	45,975.78	0.00	304,344.37
80.6111.2010	COMMUNICATIONS	0.00	827.67	1,040.97	530.70	2,301.36
80.6111.2040	UNIFORM/CLOTHING	13.14	50.01	6.00	0.00	0.00
80.6111.2071	MISC OPERATING/REPAIR SUPPLIES	3,039.78	1,092.93	927.53	3,603.51	3,520.62
80.6111.4010	GAS/OIL SUPPLIES	260.09	283.20	110.62	0.00	0.00
80.6111.4020	VEHICLE/BOAT/EQ - PARTS & SUPPLY	373.16	204.98	268.12	577.31	2,142.96
80.6111.4030	VEHICLE/BOAT/EQ MAINTENANCE	196.00	957.44	256.15	741.04	0.00
80.6111.4050	SMALL TOOL & EQUIPMENT	1,036.55	1,219.81	7,300.69	3,375.50	0.00
80.6111.4060	TOOS & EQUIP REPAIR/MAINTENANCE	0.00	78.50	0.00	0.00	0.00
80.6111.4080	ROAD MAINTENANCE MATERIALS	0.00	744.03	11,695.89	2,634.95	15,853.32
80.6111.4090	DOCKS AND FOUNDATIONS	0.00	-	22,783.58	14,544.18	26,993.34
80.6111.4100	FUEL LINES MAINTENANCE	2,977.00	17,931.20	18,461.28	26,227.99	18,860.60
80.6111.7010	BULDING MAINT. MATERIALS/SUPPLY	202.27	1,289.02	490.57	82.65	581.39
80.6111.7011	JANITORIAL SERVICES & SUPPLY	38.49	11.63	0.00	0.00	0.00
80.6111.7020	CAUSEWAY UTILITIES	0.00	0.00	0.00	0.00	4,923.80
80.6111.7021	UTILITIES - ELECTRIC	2,041.48	2,415.65	1,918.55	1,097.37	51.73
80.6111.7023	UTILITIES - SEWER	1,250.00	1,000.00	1,610.00	2,850.00	0.00
80.6111.7024	UTILITIES - GARBAGE	5,987.14	4,513.14	1,671.78	3,003.14	378.26
80.6111.7026	UTILITIES - RESALE	7,277.74	9,545.63	2,640.84	1,838.43	2,766.51
80.6111.7510	DEBT INTEREST PAYMENT	160,283.59	154,799.26	159,524.23	164,063.55	159,998.13
80.6111.8030	MACHINERY & EQUIPMENT	0.00	0.00	928,367.64	930,199.13	929,694.19
	TOTAL CAUSEWAY EXPENSE	482,965.39	349,908.98	1,447,651.61	1,444,225.42	1,712,811.58

F14-F18 PORT REVENUE/EXPENSE COMPARISON

		2017-18	2016-17	2015-16	2014-15	2013-14
		Current Year	Prior Year 1	Prior Year 2	Prior Year 3	Prior Year 4
Account Number	Account Title	Unaudited	Actual	Actual	Actual	Actual
HARBOR EXPENSE	Labor totals	7,780.11	20,919.83	12,897.26	15,886.25	8,530.72
80.6211.1101	SALARIES-SEAWALL	2,979.00	4,985.51	3,261.14	4,789.11	2,291.34
80.6211.1411	ACCRUED PERSONAL LV - SEAWALL	980.20	2,785.22	2,129.03	1,388.47	1,394.82
80.6211.1421	HEALTH INSURANCE - SEAWALL	1,646.69	4,336.95	2,847.93	3,772.48	2,178.68
80.6211.1431	LIFE INSURANCE - SEAWALL	14.99	21.34	11.59	22.64	12.68
80.6211.1441	FICA/MEDICARE - SEAWALL	413.32	1,043.35	868.02	558.07	485.55
80.6211.1451	ESC-SEAWALL	124.22	352.99	269.82	175.98	176.79
80.6211.1461	PERS - SEAWALL	1,185.20	3,597.13	2,728.10	4,643.63	2,268.74
80.6211.1471	WORKERS' COMP INS - SEAWALL	436.49	3,797.34	781.63	535.87	(277.88)
80.6211.1530	PROPERTY/BUILDING INSURANCE	20,582.00	20,964.50	16,308.50	16,163.50	15,430.00
80.6211.1802	PROF SVCS - BARGE HIGH RAMP	0.00	0.00	3,829.92	9,191.80	4,935.01
80.6211.1803	PROF SVCS - SNAKE RIVER FLOATS	0.00	0.00	0.00	0.00	0.00
80.6211.1804	PROF SVCS - ANCHOR SYSTEM	0.00	0.00	0.00	0.00	0.00
80.6211.1807	SEAWALL EROSION REPAIRS	0.00	0.00	0.00	7,101.75	32,792.50
80.6211.1820	ENGINEERING/ARCHITECTURAL SVCS	32,713.50	58,861.50	5,900.24	3,236.97	2,076.88
80.6211.1870	OTHER PROFESSIONAL/CONTRACT SVCS	34,425.46	602.03	0.00	0.00	0.00
80.6211.2010	COMMUNICATIONS	0.00	283.56	611.10	656.50	635.88
80.6211.2040	UNIFORM/CLOTHING	0.00	125.99	120.09	0.00	0.00
80.6211.2071	OPERATING & REPAIR SUPPLIES	7,246.19	2,623.47	6,344.36	7,175.77	8,678.15
80.6211.4010	GAS & OIL SUPPLIES	260.11	283.20	110.61	0.00	0.00
80.6211.4020	VEHICLE/BOAT/EQ PARTS & SUPPLY	86.73	372.63	276.54	577.27	1,782.93
80.6211.4030	VEHICLE/BOAT/EQ MAINTENANCE	196.00	2,235.55	256.15	0.00	0.00
80.6211.4050	SMALL TOOLS & EQUIPMENT	27,668.16	680.94	9,040.30	3,375.50	0.00
80.6211.4080	ROAD MAINTENANCE MATERIALS	0.00	0.00	1,117.78	2,372.50	0.00
80.6211.4090	DOCKS & FOUNDATIONS	3,244.75	0.00	12,195.89	10,762.03	0.00
80.6211.4100	FUEL LINES MAINTENANCE	0.00	0.00	1,809.12	0.00	26,204.78
80.6211.7010	BLDG MAINT MATERIALS & SUPPLY	2,435.56	8,652.55	8,166.80	3,137.09	3,865.75
80.6111.7011	JANITORIAL SERVICES & SUPPLY	104.13	11.63	0.00	0.00	0.00
80.6211.7020	SEAWALL UTILITIES	0.00	0.00	0.00	0.00	18,407.54
80.6211.7021	UTILITIES - ELECTRIC	4,724.05	4,110.08	3,851.57	3,204.81	138.94
80.6211.7022	UTILITIES - SBH WATER METER	3,617.33	3,290.09	3,520.43	2,735.36	206.25
80.6211.7023	UTILITIES - SEWER	3,273.04	3,666.00	3,045.76	1,988.00	61.50
80.6211.7024	UTILITIES - GARBAGE	15,143.23	14,755.75	12,533.53	11,356.38	1,171.43
80.6211.7025	UTILITIES - HEAT	2,274.88	2,565.46	2,010.19	2,541.98	0.00
80.6211.7520	DEPRECIATION	0.00	0.00	245,550.21	244,348.94	240,728.66
80.6211.7560	PAYMENT IN LIEU OF TAXES	14,136.50	15,121.15	15,121.15	20,277.60	15,791.60
	TOTAL SEAWALL/JETTY EXPENSE	179,911.73	160,125.91	364,617.50	366,090.00	381,438.52

F14-F18 PORT REVENUE/EXPENSE COMPARISON

		2017-18	2016-17	2015-16	2014-15	2013-14
		Current Year	Prior Year 1	Prior Year 2	Prior Year 3	Prior Year 4
Account Number	Account Title	Unaudited	Actual	Actual	Actual	Actual
QUARRY/CAPE EXPENSE						
80.6311.1820	ENGINEERING/ARCHITECTURAL SVCS	0.00	206.90	13,096.75	43,842.50	8,207.00
80.6311.1830	LEGAL SERVICES	0.00	837.50	0.00	0.00	0.00
80.6311.1940	ADVERTISING	0.00	344.00	0.00	0.00	0.00
80.6311.7520	DEPRECIATION	0.00	0.00	196,135.66	196,135.66	196,135.66
	TOTAL QUARRY/CAPE EXPENSE	0.00	1,388.40	209,232.41	239,978.16	204,342.66
INDUST PARK EXPENSE	Labor totals	0.00	2,312.81	17,447.67	5,991.68	26,299.51
80.6411.1101	SALARIES-INDUSTRIAL PARK	0.00	1,237.53	8,698.92	2,205.64	13,158.22
80.6411.1411	ACCRUED PERSONAL LEAVE - IP	0.00	231.42	1,626.70	494.86	2,458.26
80.6411.1421	HEALTH INSURANCE - IP	0.00	282.15	3,006.33	1,044.43	3,672.60
80.6411.1431	LIFE INSURANCE - IP	0.00	-	12.03	4.53	8.72
80.6411.1441	FICA/MEDICARE - IP	0.00	94.65	697.98	197.89	1,005.63
80.6411.1451	ESC-INDUSTRIAL PARK	0.00	29.33	206.16	62.72	311.56
80.6411.1461	PERS - IP	0.00	328.58	2,499.29	1,781.02	4,797.18
80.6411.1471	WORKERS' COMP INS -IP	0.00	109.15	700.26	200.59	887.34
80.6511.1530	PROPERTY/BUILDING INSURANCE	610.00	610.00	597.00	597.00	536.00
80.6411.1820	ENGINEERING/ARCHITECTURAL SVCS	1,776.25	0.00	9,151.08	75,545.51	79,288.69
80.6411.1870	OTHER PROFESSIONAL/CONTRACT SVCS	15,900.00	2,758.54	0.00	0.00	0.00
80.6411.1940	ADVERTISING	0.00	0.00	0.00	0.00	0.00
80.6411.2071	OPERATING & REPAIR SUPPLIES	0.00	447.70	0.00	0.00	0.00
80.6411.4050	SMALL TOOLS & EQUIPMENT	0.00	200.00	30,935.00	0.00	400.00
80.6411.4080	ROAD MAINTENANCE MATERIALS	0.00	0.00	27,183.58	17,367.97	69,389.72
80.6411.4100	FUEL LINES MAINTENANCE	2,977.00	17,931.20	16,556.83	108,539.19	18,207.00
80.6411.7005	BUILDING MAINTENANCE CONTRACTS	0.00	0.00	1,595.00	427.28	0.00
80.6411.7010	BLDG MAINT MATERIALS & SUPPLY	0.00	0.00	465.89	0.00	0.00
80.6111.7011	JANITORIAL SERVICES & SUPPLY	38.48	11.63	0.00	0.00	0.00
80.6411.7020	UTILITIES	0.00	0.00	1,750.00	0.00	1,183.93
80.6411.7021	UTILITIES - ELECTRIC	3,840.44	3,960.75	3,545.87	2,836.50	16.61
80.6411.7023	UTILITIES - SEWER	1,250.00	1,000.00	250.00	0.00	0.00
80.6411.7520	DEPRECIATION	0.00	0.00	20,155.50	20,155.50	20,032.76
80.6411.7560	PAYMENT IN LIEU OF TAXES	41,488.00	17,713.30	18,825.50	16,754.00	18,814.40
	TOTAL INDUSTRIAL PARK EXPENSE	67,880.17	46,945.93	148,458.92	248,214.63	234,168.62

F14-F18 PORT REVENUE/EXPENSE COMPARISON

		2017-18	2016-17	2015-16	2014-15	2013-14
		Current Year	Prior Year 1	Prior Year 2	Prior Year 3	Prior Year 4
Account Number	Account Title	Unaudited	Actual	Actual	Actual	Actual
ADMIN EXPENSE	Labor totals	489,719.05	403,102.10	386,926.68	513,811.58	455,086.27
80.6711.1101	SALARIES-PORT ADMIN	77,751.00	63,110.33	2.00	11,949.57	29,817.51
80.6711.1102	SALARIES - PORT STAFF	215,989.90	193,010.66	242,823.79	250,726.84	242,991.67
80.6711.1201	SALARIES-OVERTIME	4,502.93	16,446.26	6,224.27	5,135.92	9,529.52
80.6711.1301	STIPENDS - PORT COMMISSION	3,320.00	3,120.00	3,320.00	560.00	0.00
80.6711.1411	ACCRUED PERSNL LEAVE - PORT AD	30,375.89	2,491.80	1,998.04	6,614.75	6,759.11
80.6711.1421	HEALTH INSURANCE - PORT ADM	61,150.80	36,922.10	31,652.85	39,661.74	42,871.08
80.6711.1431	LIFE INSURANCE - PORT ADM	355.95	384.68	265.24	384.30	387.05
80.6711.1441	FICA/MEDICARE - PORT ADM	24,200.27	22,706.57	20,549.18	20,048.81	21,721.96
80.6711.1451	ESC-PORT ADMIN	0.00	0.00	0.00	290.56	726.61
80.6711.1461	PERS - PORT ADM	58,829.14	59,699.51	67,202.50	169,217.56	92,240.63
80.6711.1471	WORKERS' COMP INS - PORT ADM	13,243.17	5,210.19	12,888.81	9,221.53	8,041.13
80.6711.1520	VEHICLE/BOAT INSURANCE	2,996.00	3,807.00	2,996.00	0.00	634.00
80.6711.1530	PROPERTY/BUILDING INSURANCE	181.00	181.00	0.00	0.00	0.00
80.6711.1810	AUDIT/ACCOUNTING	15,766.05	17,635.85	16,808.40	17,996.45	16,532.17
80.6711.1820	ENGINEERING/ARCHITECTURAL SVCS	1,407.50	92.50	1,328.41	24,843.96	15,249.86
80.6711.1830	LEGAL SERVICES	4,637.00	4,034.00	1,964.00	0.00	0.00
80.6711.1850	LOBBYING	92,250.00	111,219.34	100,610.00	38,262.90	48,184.58
80.6711.1870	OTHER PROFESSIONAL/CONTRACT SVCS	11,266.14	19,489.39	38,402.08	14,437.79	0.00
80.6711.1940	ADVERTISING	3,445.05	2,336.50	8,669.45	3,993.80	760.45
80.6711.1950	BUILDINGS/LAND RENTAL	5,638.48	7.88	0.00	0.00	0.00
80.6711.2010	COMMUNICATIONS	3,792.57	4,613.39	4,982.60	4,811.60	4,658.69
80.6711.2012	COMPUTER NETWORK/HARDWARE/SOFT	5,891.53	3,837.18	1,456.46	13,482.79	7,427.11
80.6711.2020	DUES AND MEMBERSHIPS	138.76	185.00	185.00	284.00	249.99
80.6711.2030	TRAVEL, TRAINING & RELATED COSTS	8,573.10	21,844.13	20,582.45	18,351.04	18,316.29
80.6711.2070	OFFICE SUPPLIES	1,365.14	2,170.16	977.37	6,737.50	10,862.63
80.6711.2071	OPERATING & REPAIR SUPPLIES	3,286.92	5,686.82	3,414.11	0.00	0.00
80.6711.2073	RESALE SUPPLIES	5,439.66	4,786.65	2,233.64	5,267.39	0.00
80.6711.3010	SPONSORSHIP/DONATION/CONTRIB	460.00	2,650.00	0.00	0.00	0.00
80.6711.4010	GAS & OIL SUPPLIES	4,426.15	5,392.40	6,864.12	0.00	0.00
80.6711.4020	VEHICLE/BOAT/EQ PARTS & SUPPLY	820.87	232.83	3,521.55	15,596.16	11,221.02
80.6711.4030	VEHICLE/BOAT/EQ MAINTENANCE	0.00	0.00	0.00	0.00	0.00
80.6711.4040	VEHICLE/BOAT REGIS & PERMITS	40.00	10.00	40.00	0.00	0.00
80.6711.7010	BLDG MAINT MATERIALS & SUPPLY	1,315.43	6,502.03	2,900.50	0.00	0.00
80.6711.7011	JANITORIAL SERVICES & SUPPLIES	137.25	166.51	0.00	0.00	0.00
80.6711.7510	INTEREST PAYMENT	0.00	2,998.97	1.66	0.00	0.00
80.6711.7520	DEPRECIATION	0.00	0.00	13,215.60	13,215.60	13,215.60
80.6711.7540	BANKING/CREDIT CARD FEES	20.00	248.95	83.31	90.62	142.94
80.6711.7550	BAD DEBT	52.44	(28,012.77)	3,076.62	88,972.96	37,594.61
80.6711.8820	TRANSFER OUT - OTHER FUNDS	0.00	0.00	0.00	0.00	0.00
	TOTAL ADMIN EXPENSE	663,066.09	595,217.81	621,240.01	780,156.14	640,136.21

F14-F18 PORT REVENUE/EXPENSE COMPARISON

		2017-18	2016-17	2015-16	2014-15	2013-14
		Current Year	Prior Year 1	Prior Year 2	Prior Year 3	Prior Year 4
Account Number	Account Title	Unaudited	Actual	Actual	Actual	Actual
	TOTAL EXPENDITURE	1,393,823.38	1,153,587.03	2,791,200.45	3,078,664.35	3,172,897.59
	LESS DEPRECIATION EXPENSE	0.00	0.00	1,403,424.61	1,404,054.83	1,399,806.87
	LESS CAPITAL/EXTRAORDINARY EXPENSE	0.00	0.00	0.00	70,456.00	304,344.37
	ACTUAL EXPENSE (LESS DEPREC/CAPITAL COSTS)	1,393,823.38	1,153,587.03	1,387,775.84	1,604,153.52	1,468,746.35
	PORT OP FUND REVENUE TOTAL	1,778,196.88	1,932,017.35	1,509,041.96	2,186,681.81	2,251,953.74
	LESS FUND BALANCE USE				555,779.17	472,589.45
	ACTUAL REVENUE (LESS FUND BALANCE APPROP)	1,778,196.88	1,932,017.35	1,509,041.96	1,630,902.64	1,779,364.29
	NET TOTAL PORT OP FUND	384,373.50	778,430.32	121,266.12	26,749.12	310,617.94
		Unaudited				
	Capital/Extraordinary Expense Notes:				Pipeline Valve Purch	LuLu Removal \$304K
					Both Supported by Fund Bal	
	Allocated from Fund Balance	\$65,000 - PSGP 25%			\$604K DOT 50%	\$412K DOT 50%
		Camera Match			Harbor Upgrades Grant Match	



Division of Environmental Health
SOLID WASTE PROGRAM

CONSTRUCTION AND DEMOLITION WASTE IN RURAL ALASKA

Construction and demolition (C&D) waste in rural communities can be created in large quantities from the construction, demolition, or renovation of community or commercial facilities and water and sewer systems. Disposal of C&D waste can be difficult in rural Alaska where a permitted landfill may not be available, the landfill does not accept C&D waste, or the landfill lacks adequate space to accommodate the volume of waste for disposal.

The contractor that generates C&D waste is responsible for ensuring that it is properly disposed in a permitted landfill. Disposal of C&D waste in an unpermitted landfill is illegal and can result in enforcement action by ADEC against the generator. However, even in a permitted landfill, improper disposal of C&D waste in rural communities can cause many problems, such as:

- The waste takes up a large amount of landfill space and shortens the life of the landfill.
- The community is not compensated for the disposal, either in fees or in-kind services.
- Hazardous materials are not backhauled.
- Unused, but unwanted materials are left in the community.

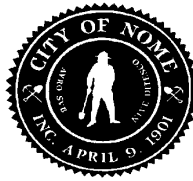
Rural landfills are not required to accept C&D waste, even from projects that benefit the community such as water/sewer projects or housing improvement projects. Waste disposal options should be discussed with the contracting agency when a community project is being planned so that the disposal requirements for the project are appropriately addressed in the contract and bid documents. To avoid shortening the life of the landfill, rural communities should consider requiring alternative disposal options for C&D waste.

If you are a contractor, please review our [Letter to Contractors for C&D Waste in Rural Alaska \(PDF\)](#)

Department of Environmental Conservation

Mailing Address: P.O. Box 111800
Juneau, Alaska 99811

Location: 410 Willoughby Avenue, Juneau



Schedule of Rental & Use Fees and Fines as of July 1, 2018

Municipal Landfill & Monofill (443-6663)

102 Division Street, Nome, Alaska 99762

Landfill Hours of Operation: Monday, Wednesday & Saturday 9:00 am to 4:00 pm

Monofill Key Sign-Out at City Hall: Monday to Friday 9:00 am to 4:30 pm

Item:	Monofill Fees Permit#9732-BA001		Landfill Fees Permit#0032-BA003	
	MP 2.5 Center Creek Road		MP 3 Kougarok Highway	
Pickup Truck				
Covered	\$	25.00	\$	25.00
Uncovered	\$	35.00	\$	35.00
Flat Bed Truck				
Covered	\$	55.00	\$	55.00
Uncovered	\$	95.00	\$	95.00
Dump Truck				
Covered	\$	130.00	\$	130.00
Uncovered	\$	155.00	\$	155.00
Side Dump Truck				
Covered	\$	200.00	\$	200.00
Uncovered	\$	250.00	\$	250.00
Junk Vehicle				
Battery & Fluids Removed - per vehicle	\$	25.00	Not Accepted	
Battery & Fluids NOT Removed - per vehicle	\$	65.00	Not Accepted	
Refrigerators & Freezers				
With CFC's	Not Accepted	\$		55.00
Without CFC's	Not Accepted	\$		20.00
Wooden Structures				
< 2000 square feet	\$	825.00	Not Accepted	
2001 - 4000 square feet	\$	1,100.00	Not Accepted	
Contractor/Project		Negotiated		Not Accepted

Notes:

- 1) Fees are subject to sales tax.
- 2) Access to the site is controlled by locked gates at the main road and at the monofill. Keys for the site are strictly controlled.
- 3) Control of wastes delivered to the site is accomplished by requiring the user to sign the "Disposal Agreement" at City Hall.
- 4) Random inspection of deposited wastes can be made at any time. A violation of the agreement may cause the user to be responsible for all costs associated with the removal, remediation, and final disposal of unacceptable waste.

Memo

To: Thomas Moran, City Manager
From: John Blee, Acting City Engineer
CC: Julie Liew, City Accounting Dept.
Date: September 15, 2017
Re: 2017 Landfill and Monofill Quantity Calculations

The following volumes were calculated using the survey information generated by George Krier, PLS, in August 2017. Drawings produced from this survey are attached.

Municipal Landfill: A difference of **12,120 cubic yards (CY)** of waste and material was measured between 8/27/16 and 7/15/17. This equates to 7.1 lbs./person/day¹, which matches the longer term averages of 6 to 8 lbs./person/day for Nome. No stockpiled cover material was surveyed or included in the waste calculations.

The total volume to-date in Cells 1 & 2 was calculated by comparing a composite of previous year's surveys to the model of the empty cells. The total volume currently in place at the municipal landfill is estimated at **199,580 CY**.

A surface comparison was done in AutoCAD and the estimated capacity of both Cells 1 and 2 was found to be **387,700 CY**. Approximately **188,120 CY** remains in Cell #2 which will provide an estimated service life of 15 years remaining at the current fill rate.

The asbestos control log show no friable or non-friable asbestos waste deposited in the landfill after 4/28/16.

Inert Debris Monofill: An estimated **6,420 CY** of materials and cover was added to the main fill area between 8/26/16 and 7/14/17. This year's volume is less than the last three years which have averaged close to 13,000 CY. The cover material stockpile located in the southwest corner monofill was not included in the volume of waste calculated. There is approximately 3,100 CY of cover material in that stockpile. There is another stockpile of

¹ The lbs./person/day calculation assumes a cover to waste ratio of 10%, 800 lbs./CY conversion factor and a population of 3,797.

gravel located in the northeast corner that was not surveyed this year. In 2016 there was 3,140 CY in this stockpile. There is an estimate 4,730 CY of scrap pipe and vehicles in the northeast corner of the monofill.

The current in-place volume of waste in the monofill is approximately **128,080 CY**. The remaining capacity of the monofill is approximately **100,290 CY**. Given the average disposal rates (and the continued practice of not receiving waste from outside the Nome area), **the monofill still has an estimated service life of 10 to 13 years.** The service life will be increased by another 25 to 30 years by relocating the northerly berm so the existing area to the north is opened up for future disposal. Design plans have been prepared for the monofill expansion and berm relocation. The expansion is included in Permit No. SWZA037-22.

c.c. Neil Lehner, ADEC Solid Waste
Aaron Cooper, Landfill Operator
John Blee, BESC



MONOFILL VOLUMES:
2016-17 FILL = 6,420 CY
WASTE PLACED TO DATE = 128,080 CY
REMAINING CAPACITY = 100,290 CY

REVISIONS			
NO.	DATE	BY	DESCRIPTION

LEGEND	

Project No. 32114005

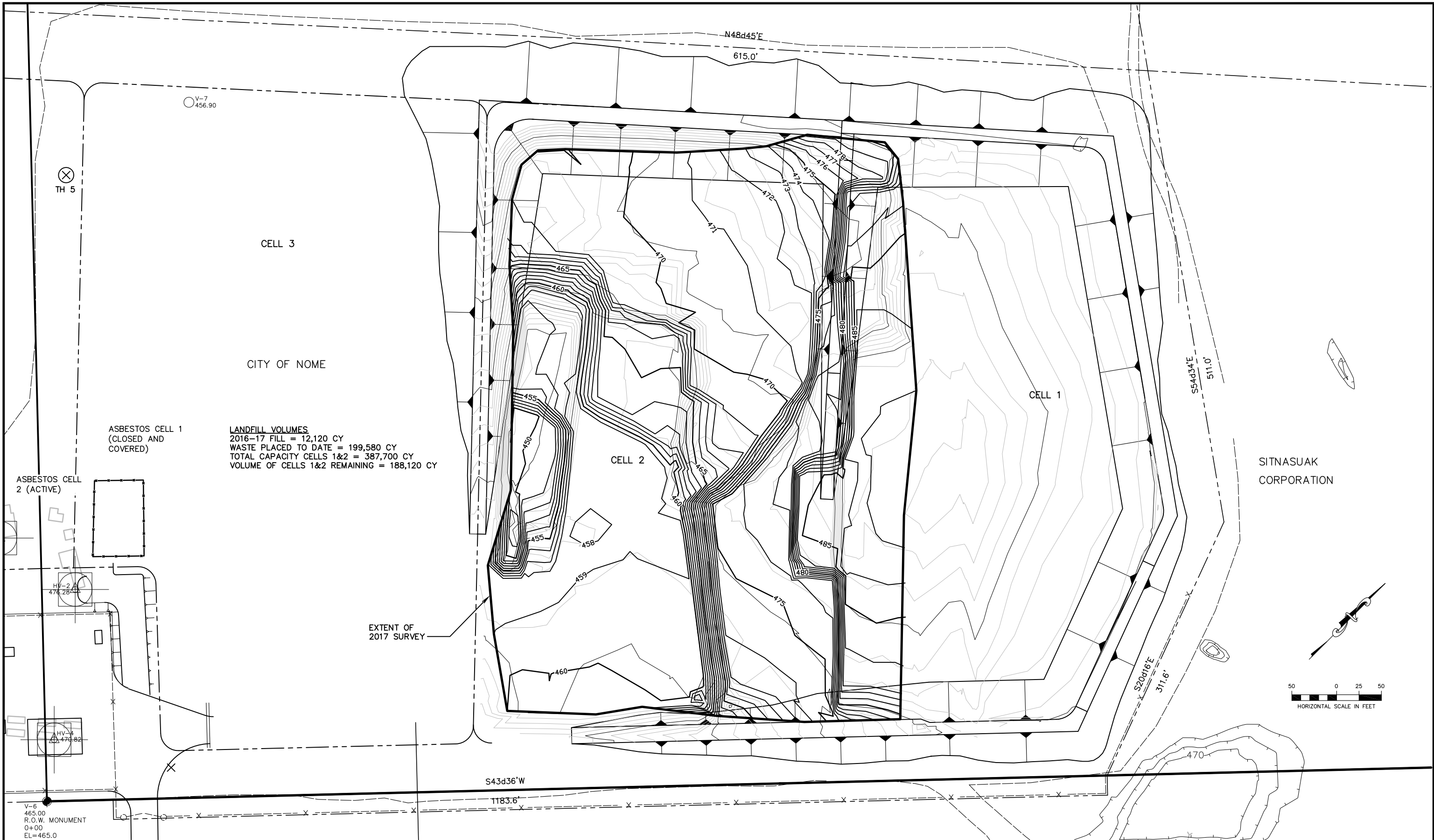
Bristol

ENGINEERING
SERVICES CORPORATION

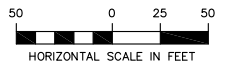
Phone (907) 563-0013 Fax (907) 563-6713



CITY OF NOME							SHEET NO.
INERT DEBRIS LANDFILL 2017 SURVEY							1
SCALE: 1"=50'	DESIGNED: -	CHECKED: JGB	DRAWN: DKH	DATE: 9/07/17	SHEET 1 OF 2		



LANDFILL VOLUMES
2016-17 FILL = 12,120 CY
WASTE PLACED TO DATE = 199,580 CY
TOTAL CAPACITY CELLS 1&2 = 387,700 CY
VOLUME OF CELLS 1&2 REMAINING = 188,120 CY



REVISIONS			
NO.	DATE	BY	DESCRIPTION

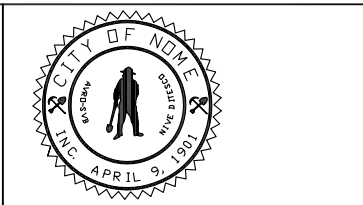
LEGEND	

Project No. 32114005

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CITY OF NOME						SHEET NO.
SANITARY LANDFILL 2017 SURVEY						2
SCALE: 1"=50'	DESIGNED: -	CHECKED: JGB	DRAWN: DKH	DATE: 9/7/17	SHEET 2 OF 2	