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**NOME PORT COMMISSION
WORK SESSION & REGULAR MEETING AGENDA
THURSDAY, JANUARY 16, 2020 @ 5:30/6:30 PM
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30PM:

Review/discussion of updated draft markup of Port Tariff #15 Rules & Regulations

- Inclusion of previously provided supporting documents

REGULAR MEETING – 6:30PM:

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- 19-12-19 Regular Meeting

IV. CITIZEN'S COMMENTS

V. COMMUNICATIONS

- Maritime Executive – Rosatom: Shipping is Up in the Arctic Despite Environmental Concerns.
- Alaska Journal of Commerce – USACE Expands Plan for Nome Port.
- Alaska Journal of Commerce, Anchorage – Assembly Approves Tariff Increase to Fund Port of Alaska Work.
- ADN – New Nome Port Expansion Plans Add Marine Animal Protection.

VI. COMMISSIONER UPDATES

VII. HARBORMASTER REPORT

- 2020-01-10 Harbormaster 2nd Quarter Report - FY2020

VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE

- 2020-01-10 Port Director/Projects Status Report
 - Draft Port of Nome Modification Feasibility Study – USACE
 - Excerpt of 12/31/19 report out for public comment

IX. OLD BUSINESS

- Develop Fiscal Plan to Adequately Support Operations & Set Aside Funds for Major Asset Repair/Replacement & Capital Improvements (per Council request)
 - Draft F20 Port Ops & Capital Budget @ 12/31/19

X. NEW BUSINESS

- Proposed Port of Nome Tariff No. 16 (Recommend Adoption to Council)

XI. CITIZEN'S COMMENTS

XII. COMMISSIONER COMMENTS

XIII. NEXT REGULAR MEETING

- February 20th, 2020 - 5:30pm

XIV. ADJOURNMENT

PORT OF NOME TARIFF #15

Revisions Sheet

<u>Chapter 1:</u>	<u>Page</u>
• 01.070(d) Underwater divers (language deletion)	pg. 8
• 01.080(c) Security cameras (language deletion)	pg. 9
• 01.090(d) Security cameras (language addition)	pg. 9
• 01.110(a) Closed Season (language deletion/addition)	pg.10
 <u>Chapter 2:</u>	
• 02.010(c) Docking permits available to Homeported vessels only (language revision) ○ (Attorney has questions – will discuss on Jan 14 call)	pg.10
• 02.090(a) Haulout/launch plan (language addition)	pg.13
 <u>Chapter 3:</u>	
 <u>Chapter 4:</u>	
• 04.020(b) Removal of storage items (language addition) ○ (Attorney has questions – will discuss on Jan 14 call)	pg.18
 <u>Chapter 5:</u>	
• *05.010(3) Consider increase to daily dockage rate by 10% vs permit percentages	pg.19
• 05.010(4)c Vessels freezing in water line/winter (language deletion)	pg.20
• *05.020 Consider general or specific rate increases	pg.21
• *05.020(a)(1) Consider different rate for retail sales fuel sold vs bulk transfers out	pg.21
• *05.020(b) Create Passenger Fee/Facility Charge effective 2021 (language addition) ○ (Attorney clarified that local pax fees must also be used for cruise ship costs)	pg.21
 <u>Chapter 6:</u>	
• *06.092 – Homeported Vessel definition (language revision) ○ (Attorney has questions – will discuss on Jan 14 call)	pg. 25

* = Commission not yet in full agreement



PORT OF NOME TARIFF RULES AND REGULATIONS

TARIFF NO. 15 DRAFT MARKUP #4

ADOPTED: March 25, 2019

Ordinance No: O-19-02-01

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CHAPTER 1

GENERAL PROVISIONS

01.010 Legal Effect:

(a) These tariff regulations, published online at www.nomealaska.org, constitute notice to all persons and entities that these rules, regulations, rates and charges apply to all traffic and activities at the Port of Nome without further specific notice or quotation or other arrangement.

(b) In addition to this Port and Harbor Tariff, the public, shippers, consignees and carriers using the Port of Nome should consult and be aware that the City of Nome Code of Ordinances, including, but not limited to, Chapter 10 (Health, Safety & Welfare), Chapter 15 (Public Utilities & Services), and Chapter 13 (Ports & Harbors) all as amended apply and govern where not specifically provided otherwise in this tariff. Also, the City reserves the right to adopt specific tariffs governing particular marine-related facilities operated by the Port of Nome.

(c) The rules, regulations, rates and charges described in this tariff shall be effective immediately upon being published electronically. For the convenience of port users this tariff is posted on the Internet at www.nomealaska.org.

01.020 Port Use Constitutes Tariff Acceptance:

USERS ARE HEREBY ADVISED THAT ANY AND ALL USES OF THE PORT OF NOME CONSTITUTE ACCEPTANCE OF ALL RESPONSIBILITY, LIABILITY AND WAIVERS CONTAINED IN THESE TARIFF REGULATIONS. Any person, entity or vessel enjoying the beneficial use of the premises, facilities, equipment or services of the Port of Nome is deemed to have thereby accepted all of the terms, conditions, rates, liabilities and indemnifications of these tariff regulations, and is deemed to have thereby agreed to all limitations and waivers contained in these tariff regulations.

01.030 Notice:

All legal notices, inquiries, requests for information and applications to the Port of Nome shall be addressed and delivered to:

**PORT DIRECTOR
CITY OF NOME
P.O. BOX 281
102 DIVISION ST.
NOME, AK 99762
port@nomealaska.org**

01.040 Hold Harmless and Indemnification:

Each and every vessel, permittee, carrier, shipper, agent and other user of the Port of Nome hereby agrees to hold harmless and to indemnify the City of Nome, its employees and agents from and against any and all claims, liabilities and damages, including actual attorney fees, arising from or caused by an act or omission of the same port user, its employees, agents or assigns.

Rates in this Tariff do NOT include insurance of any kind. All companies and persons engaged in the business of trucking, storing, and/or shipping, fuel, general cargo, gravel, and equipment, providing haulout services, vessel repairs and/or any type of labor services anywhere on Port of Nome property shall have on file with the Port a current certificate of liability insurance in the amount of \$1,000,000.00 (one Million dollars) naming the Port as a certificate holder and additionally insured before they are allowed to work within the facility, and listing all equipment and vehicles owned by the company or person that are being used at the port facility and are covered by the policy. Companies, persons, and operators required to file a certificate under this paragraph are also subject to restrictions in Section 01.050(d) and (e) of this Tariff. It is the responsibility of the insured to provide renewal certificates to the Port Director prior to the policy expiration.

01.050 Facility Use and Bonding:

(a) Each and every permittee, carrier, shipper, agent or other port user covenants and agrees to maintain in good condition and safeguard all structures and improvements in the Port of Nome. The Port Director may at any time order any port user to additionally post a bond and/or create a cash escrow account protecting the Port of Nome from and against any and all liability and damage caused by or resulting from an act or omission of that port user and/or to ensure collection of incurred fees or charges.

(b) All permittees, carriers, shippers, agents, or other users of the Port of Nome hereby covenant and agree to repair and restore any and all damage that the port user may cause to the submerged lands, causeway, breakwaters revetment, marine headers, floating docks, ramps or other facilities of the Port of Nome, reasonable wear and tear excepted.

(c) Each vessel owner/operator must maintain a local and emergency contact name, phone number and valid winter and summer mailing addresses on file with the Harbormaster's office at all times. It is the vessel owner's responsibility to update this information as needed and to notify the Port Director if the vessel may be left unattended. All unattended vessels are required to have a caretaker who is responsible for monitoring the vessel. Each caretaker must have current contact information on file with the Harbormaster's office. Anytime a vessel is transferred or conveyed to a new owner, both the seller and buyer shall contact the Harbormaster's office within three (3) business days of the transaction and provide all information necessary on the transfer.

(d) All users with vessels over 20 feet in length must provide proof of liability insurance. Vessels using the Belmont Beach and Snake River exclusively for the purposes of sport and/or subsistence fishing and hunting are exempt from this insurance requirement. Vessels using the Small Boat Harbor exclusively for the purposes of sport and/or subsistence fishing and hunting prior to June 15th or after October 15th are also exempt from the insurance requirement. This exemption does not apply to any vessels on charter or operating for hire. The Port Director has sole authority to determine whether a vessel is exempt under this subsection.

(e) Any entity required to have a current insurance certificate on file with the Port who fails to provide a current certificate after a written or oral request from the Port Director, shall be considered a trespasser on Port property and subject to one or more of the following actions: 1) summary eviction; 2) issuance of a stop work order by the Port Director, his or her designee, or any Public Safety officer; 3) daily fines of \$300 for each day of operation without the required certificate; 4) future denial of use of the Port of Nome; and/or 5) additional fees and penalties as set out in this Tariff.

01.055 Snake River area:

(a) Vessels drawing less than 20 inches of water, including support vessels, may only moor in the Snake River area, and may not dock anywhere else in the Harbor unless specifically allowed by the Port Director or Harbormaster.

(b) Support vessels may not remain attached to main vessels, or dock in the Small Boat Harbor unless approved by the Port Director. All users must keep mooring areas alongside their vessels clear of obstructions to allow for other vessels to raft.

(c) Any vessel, regardless of size, may apply to the Harbormaster for a Snake River permit, which shall be issued in his or her discretion, subject to availability and compliance with use restrictions. The Port Director and Harbormaster may also require or permit vessels to use the Snake River area at his or her discretion.

(d) All provisions of this tariff, the rules and regulations, and other Port policies apply equally to vessels and users of the Snake River area.

(e) Users should exercise due care when anchoring along the bank or in the mudflats. All moorage is undertaken at the user's own risk. The Port is not responsible for any damage to persons or property on Port property, including the Snake River area, the Belmont Beach launch, and all other facilities.

(f) Vessels must be properly anchored and secured. Vessel owners should monitor or check

their vessels frequently in order to ensure compliance with this section, especially during high wind and surge.

(g) No sewage or waste may be disposed of anywhere in the Port Facility, except in authorized disposal containers provided.

01.060 Compliance with Law:

(a) All persons entering or using the Port of Nome agree to comply with all rules, regulations, ordinances, statutes and laws applicable to the activities and circumstances.

(b) Open containers and/or consumption of alcohol will not be permitted on any parts of the Port of Nome premises. Persons found in violation of this rule will be asked to leave the premises immediately, will be reported to the local and State authorities, and may be denied future access to and the use of the Port and its facilities. Consumption of alcohol onboard a vessel that is underway will be reported to the United States Coast Guard for necessary action.

(c) Any person whose conduct while on Port of Nome property is in violation of law or this tariff may be refused further access to the Port in addition to any other fine or penalty imposed by law. Any vessel located within the Port of Nome upon which any conduct occurs that is in violation of the law or this tariff, may be refused future access to the Port. Any person who refuses or repeatedly refuses to obey a direct order of the Harbormaster or Port Director may be subject to fine under Section 01.060(d) of this tariff and **permanently** denied access to the facility. The Port Director shall have full discretion to take the appropriate action to enforce the rules contained in this tariff and other municipal, state, and federal laws, up to and including permanent denial of access to the Port and Port facilities and/or impounding and disposing of the vessel.

(d) Any person or vessel or vessel owner or operator who violates any provision of this tariff or the rules and regulations of the Port of Nome shall be subject to a civil fine in an amount of \$500 for the first violation, \$750 for the second violation, and \$950 for subsequent violation, plus any surcharge required to be imposed by AS 12.55.039. In cases of continuing violations, each day during which a violation continues shall be considered a separate offense.

(e) The amount of fines assessed shall be added to any invoice for services issued by the Port Director. If an invoice would not otherwise be issued, a fine may be imposed by civil action.

(f) A person who disputes whether a fine has been properly added to an invoice shall have the right to request in writing an informal administrative hearing with the Port Director within thirty (30) business days of the date of receipt of the invoice. The Port Director shall schedule the informal administrative hearing within thirty (30) business days of receipt of the request for the hearing, and shall issue a written decision regarding the matters discussed at the hearing no later than ten (10) business days after the day of the hearing. Any person aggrieved by said written decision may appeal the matter to the Nome City Council no later than thirty (30) business days after receipt of said written decision. The Mayor shall outline reasonable procedures for appeals to the Nome City Council. The decision of the Nome City Council shall be final and may be appealed to the Superior Court for the State of Alaska, Second Judicial District.

(g) Any vessel that has incurred an unpaid account or fine, or that is owned or operated by a person who has incurred an unpaid account or fine may, in the sole discretion of the Port Director, be denied use of the Port until such time as the fine has been paid in full. Any user who facilitates or assists a person with an unpaid fine in using Port facilities when the person is banned from using Port facilities, or in an effort to avoid such a ban or fine from being imposed, enforced, or collected, may likewise be denied use of the Port for up to ten (10) days or until the fine is paid, at the sole discretion of the Port Director.

(h) The Port Director, Harbormaster, their designees, and employees shall at all times have the right to refuse the use of any port or harbor facility by any person, equipment materials or vessel, or to remove any vessel or, person or cargo at any time from any port, or harbor facility. This right shall be reserved at all times to the Port of Nome without responsibility for demurrage, loss or damage when:

(1) previous arrangements for berthing, space, receiving or unloading have not been made with the Port Director; or

(2) the vessel is deemed unstable, a fire hazard, or threat to the environment and may pose risk to life or property; or

(3) the value of the vessel, in the opinion of the Port Director, is less than the probable service and other charges accruing or likely to accrue for its use of the city dock or terminal, or harbor facility; or

(4) during periods of congestion or in cases of emergency, in the judgment of the Port Director, the circumstances are likely to prevent the city docks or terminal, or harbor facilities, or any portion of them from providing customary services to the public.

For vessels that may be hazardous or become a menace to other vessels, their occupants, or city facilities, the Port Director may require an operator or owner of a vessel to furnish evidence that there is currently in effect liability insurance in an amount satisfactory to the City by filing a certificate of insurance or other satisfactory evidence signed by an agent or officer of the insurance company and stating the effectiveness and expiration date thereof. Upon demand of such proof of coverage, the operator or owner shall be subject to the penalties set forth in Section 01.050(e) of this tariff.

(i) The Port Director shall at all times have the right to impound a vessel for failure to pay required fees or obey other provisions of this tariff.

(1) The Port Director and/or Harbormaster is authorized to impound or move any vessel in or on the Harbor, terminal, or dock facilities if the vessel is in violation of any provisions of this tariff; or any vessel whose owner or operator has not paid any fee or charge due to the City for the vessel by the due date of such fee or charge and such fee or charge is **thirty (30) calendar days past due**; or any vessel which is unsafe and whose owner or operator has failed to remove it after notice. The Harbormaster may impound a vessel by immobilizing it or removing or having it removed from the water and placed in City or commercial storage with all expenses and risk of haul-out and storage to be borne by the owner of such vessel.

(2) The owner or operator of any vessel impounded by the City shall be subject to and liable for all costs incurred by the City by reason of impounding or removal, as well as all costs associated with collecting unpaid fees or charges, including all reasonable and actual attorney's fees.

(3) In addition to the rights described in this section, the Port Director and/or Harbormaster may immobilize, impound, or seize any personal property located on Port property, including machinery, containers, trailers, gear, tools, and equipment of any kind, in order to secure payment of unpaid fees, accounts, or fines. If the personal property is not redeemed by complete payment of the account, it may be sold as surplus property and the proceeds applied to the delinquent account.

(j) Any vessel that is deemed delinquent, derelict, or abandoned as defined in NCO 12.30.010 and which is located within the boundaries of the Port of Nome may be impounded and moved and disposed of in accordance with the procedures outlined in NCO 12.30.010 - .080.

(k) Any equipment or cargo that is deemed delinquent, derelict or abandoned within the boundaries of the Port of Nome shall cause a written notice to be sent to the owner of record via certified mail. If no response is received within thirty (30) business days, the cargo and/or equipment shall become the property of the Port of Nome and may be disposed of immediately. All costs associated with the handling of such items will be billed to the owner on a time-and-materials basis.

01.070 Housekeeping and Safety:

(a) All persons entering or using Port of Nome property are required to maintain the same in an orderly and clean manner. If any user of Port of Nome property does not leave areas of the Port used by the user in an orderly and clean condition, the Port Director shall order the work necessary to return the area to an orderly and clean condition and the user shall be responsible for all charges for said work. Users shall be responsible for all charges associated with cleanup, including disposal of hazardous or non-hazardous materials and storage of non-disposable items and materials. Such items and materials will be kept at the user's expense for no more than sixty (60) business days and then disposed of in a manner deemed appropriate by the Port Director, with costs of disposal also chargeable to the user. Users may be allowed to obtain a dockside vessel work area immediately adjacent to their vessel for a limited period of time, at the discretion of the Port Director. Dock face walkways must be kept clear at all times for safe access.

(b) No smoking shall be allowed on any Port of Nome premises where posted. Safety and warning signs shall be observed and adhered to at all times by all persons within the Port of Nome.

(c) Per NCO 10.30.020, unattended animals are prohibited. No animal may run loose within the Port and Harbor facilities. All vessels arriving into Nome with animals onboard must contact the local Animal Control Officer (through the Harbormaster or Nome Police Department) for a visual assessment of the animal and current vaccination records, prior to the animal being allowed to leave the vessel. Non-aggressive animals, in compliance with this section and NCO Chapter 10.30 will be permitted on the dock or a vessel, but must remain properly restrained or leashed at all times while in the port area. Violators will be reported to the Nome Police Department, and loose animals captured and impounded by the Animal Control Officer.

(d) All persons utilizing underwater divers ~~for repair and/or maintenance~~ anywhere inside the Port of Nome and/or Small Boat Harbor, are required to notify the Harbormaster's office of the scheduled dive activity and display the "Diver Down Flag" on the vessel mast for the entire duration of the dive. The Harbormaster's office must be notified once the operation is complete and all divers are out of the water.

Commented [LS1]: Delete "for repair and/or maintenance" to capture all diving inside the Port of Nome facility.

Commented [JB2R1]: Agreed

(e) At the Port Director's discretion, the Port Director shall at all times have the right to immediately remove any hazardous vessel, or any vessel containing hazardous cargo, or one containing cargo, which by its nature, is liable to damage other vessels, or other cargo, or harbor or port facilities. The vessel may be removed from its location to any other location and all expenses and risk of loss or damage shall be charged to the account of the owner, shipper, vessel or consignee.

(f) No person shall cause or allow to occur any nuisance property in or on Port of Nome Facilities. The Harbormaster may take immediate possession of and/or remove such nuisance property.

(1) Nuisance property shall be subject to impound if not removed, or written permission from the Harbormaster for such placement or storage is not received, within 48 hours of placement on port property. Written notice shall be placed on the property to the extent practicable.

(2) In the event property impounded under this section remains impounded for 30 days and impound charges and fees remain unpaid, the Harbormaster may sell the property at public auction to the highest and best bidder. Such sale shall be conducted pursuant to a procedure generally similar to that set forth in Nome Code of Ordinances Chapter 2.12 for sale of abandoned property, and, in addition to the notice requirements of Chapter 2.12, shall post notice in the Harbormaster's office as well as one other conspicuous place in the port; provided that if impounded property is reasonably believed by the Harbormaster to have a market value of less than \$250, the Harbormaster shall make reasonable effort to give notice of the impoundment to the owner and post notices in the Harbormaster's office and at least one other conspicuous place in the port, if not redeemed within 30 days, the Harbormaster may destroy, retain for a public purpose, donate, or sell the property as he or she deems fit.

01.075 CARE IN THE PERFORMANCE OF OPERATIONS:

(a) Third party employees shall exercise care in the performance of their operations in order to prevent injury to, or death of, any person and damage to, or destruction, or loss of property, whether of the Port, of the third party, of the vessel being loaded/unloaded, or of another party.

(b) When cargo/freight is in an elevated position, such as suspended from a crane hook, a safety line should be attached to the load and handled by a Safety Watch person to prevent spillage, or unplanned descent, which has the capability to produce injury, or death. In all cases, the Safety Watch should ensure that individuals are prevented from walking under a raised load and remain clear of cargo/freight operations.

(c) Safety helmets (hard hats) and safety vests are required when working cargo, gravel and equipment on, or at, Port of Nome facilities. The use of steel-toed shoes/boots is strongly recommended.

(d) Any third party operating at the Port of Nome shall take all necessary safety and fire precautions, and comply with recognized commercial and marine safety practices, procedures, and regulations.

01.080 Used Oil Handling:

(a) Used oil in increments of five (5) gallons or less from small vessels (less than 75 feet) will be

accepted free of charge when disposed of properly by Port users in the specified containment bin located in the Small Boat Harbor facility. Used sorbents and filters are collected in a tote near the containment bin in reasonable quantities for incineration. Please contact the Harbormaster's office regarding larger quantities.

(b) Used oil from any source other than small vessels or in quantities greater than five (5) gallons will be accepted by the port for a fee (designated in Section 05.035 of this tariff). Port users shall contact the Port Director to arrange for a place where such used oil will be accepted.

(c) Any unpermitted disposal or abandoning of used oil in the Port of Nome will subject the person disposing of or abandoning the used oil, the vessel from which the used oil originated, and the owner of the vessel from which the used oil originated, to the fine established by this tariff. Glycol, solvents or any other non-petroleum based product disposal shall not be permitted. ~~Users are hereby notified that surveillance cameras may be operating at any time, and shall be used to determine whether a user has improperly or unlawfully disposed of or abandoned prohibited materials.~~

01.090 Facility Security and Access:

(a) All persons within the Port of Nome must comply with any security signage and barricades defining restricted or secured areas and controlled access points. Specific regulations regarding the handling of cargo and fuel and access within these areas are outlined in the Port of Nome's USCG approved Facility Security Plan. As of February 12, 2009, all personnel needing access to restricted or secure areas within the facility during regulated operations will be required to present their Transportation Worker's Identification Credentials (TWIC) and have a valid reason for entry. **Cargo and fuel shore-side operators will operate under the Port's Security Plan and be responsible for controlling access to the restricted and secure areas during their respective operations.** No unauthorized personnel (including customers of shore-side operators) will be allowed in the restricted and secure areas, unless specifically authorized by the Port Director or Harbormaster. Failing to comply with any of these requirements may result in the imposition of the fines set forth in Section 1.060 of this tariff, and removal of the operator from the Port's Security Plan. Operators removed from the Port's Security Plan shall not operate at the facility until a stand-alone company security plan, approved by the USCG, is submitted to the Port. Regulated cargo and fuel vessels will maintain security watch whenever remaining dockside without actively conducting any cargo operations. The Port of Nome will provide access control to these areas during all passenger and foreign-flagged vessel operations.

(b) All foreign-flagged and/or passengers vessels requiring active port security under MTSA will be charged one security fee for each 12 hour period of security (shift), providing the over-time labor hours do not exceed 6 total hours during the 12 hour shift. For security shifts exceeding 6 hours of over-time, labor hours will be billed per the rate and type identified in Chapter 5, Section 05.035(a)8 of this tariff. All shift hours classified as Holiday Time will be billed per the rates in Section 05.035 (a) 8 of this tariff.

(c) All film, video and/or photography production companies are required to complete a license application, pay the application fee, and receive an approved license prior to any production operations commencing on Port facilities. This licensing requirement applies to commercial entities only, and not private photographs or video.

~~(d) Users are hereby notified that surveillance cameras may be operating at any time at within the Port of Nome facility and may be used to determine improper or unlawful behavior. Viewing of r To the fullest extent allowed by law and subject to the Public Records Act, recorded video shall be reviewed only by authorized personnel limited to individuals with a need to know, with prior approval by the Port Director or City Manager. Users Any requesting for port staff access to review footage must submit a public records request form to the City Clerk for vandalism, stolen/missing items, or other security related issues must first be reported to the Nome Police Department.~~

01.100 Maneuvering and Navigation:

(a) All vessels traveling in and out of the Nome Port and Harbor will be required to have at least one fully operational marine VHF radio on board at all times, and must monitor VHF Marine channel 16 when maneuvering within the navigation channel into or out of the port or harbor entrances. All vessel operators, regardless of size, must adhere to standard rules of navigation at all times, and grant the right of way to larger vessels that are underway in an approach or departure. Vessels larger than 75 feet in length are required to give security calls before entering or departing the navigation channel.

Commented [LS3]: Section removed and draft language added below 01.090(d)

Commented [JB4R3]: I think we should consider keeping this in - will defer to attorney

Commented [LS5]: Draft language for notice to public on security cameras. Some other publications noted the duration of time that video is stored, except transient footage of operations.

Commented [JB6R5]: Requires attorney input on whether we must indicate footage storage timeline

(b) The narrow 500' wide breakwater entrance and large waves, strong winds and currents challenge safe transits to and from the Port of Nome. The Port of Nome has accordingly prescribed navigation safety parameters to enhance maritime safety. All vessels seeking access to port facilities shall comply with the written navigation safety directives as provided by the Harbormaster.

(c) All vessels operating within the Small Boat Harbor and navigation channel shall do so in a safe manner so as not to cause a wake, wash or wave action which will cause damage or endanger any other vessels or occupants. Vessels shall travel at a speed no faster than 5 mph while in the Small Boat Harbor or portion of the navigation channel that extends from the Inner Harbor to the southern limits of the armored slopes of the Small Boat Harbor entrance. Violators of this section will be subject to fines as defined in Section 01.060(d) of this tariff.

(d) Fish nets that extend across or below the water's surface may not be used or deployed in or around any portion of the facility between the entrance to the Port at the breakwaters, through the entire outer and inner harbor, and extending to 300 feet above the Snake River Bridge.

(e) The Port of Nome currently hosts an active National Oceanic and Atmospheric Administration (NOAA) tidal station, located at the Causeway City Dock. Station information can be found through a link on the Port & Harbor page of the City of Nome website at www.nomealaska.org.

01.110 Closed Season:

(a) The Port of Nome facilities are considered closed ~~during the iced-in period of each year, typically between mid-November and late-May/early-June~~ ~~from November 1st until ice-free in the spring~~. Activities within the Port may not be carried out during the closed season without prior authorization by the Port Director. The Port Director shall have sole discretion to determine whether the user requesting access shall be allowed to use the Port under such circumstances. Users should submit cost estimates and work plans when seeking approval to conduct operations during the closed season. The Port Director shall evaluate any request to use the Port during the iced-in months according to the cost and burden the facilities may reasonably be expected to incur by approving the request, in comparison with its overall value to the community, the Port and City of Nome.

(b) If the operation is approved, all reasonable charges incurred by the Port of Nome over and above the typical summer season expenses for a similar operation will be the responsibility of the user. The rate may be negotiated or based on actual incurred costs, as determined by the Port Director. Any damage to the Port of Nome during these winter operations will also be the responsibility of the user and/or company conducting the operation.

CHAPTER 2

BERTHING

02.010 Permission Required:

(a) Prior to any non-home-ported/transient vessel mooring, anchoring, or berthing within the Port of Nome, they shall first receive approval for a berth assignment from the Port Director. Written berthing applications must be submitted for all vessels requiring use of the Causeway facility and all cargo vessels requiring use of the Small Boat Harbor, at least 7 days in advance of the requested day of use. When a vessel requesting use of the Causeway facility require the stand-by of emergency services or security services, such as vessels loading or unloading hazardous materials and passenger vessels, written requests for the specific services shall be submitted no less than five days in advance of the requested date of use. Vessels arriving at the Port of Nome without prior notification will be granted dockside access only after all scheduled traffic has completed operations or an open berth is available and sufficient time exists for operations to be completed prior to the arrival of the next scheduled vessel.

(b) All berthing assignments approved by the Port Director shall be granted on a first-in-time basis of receipt of berthing requests, provided however that preferential berthing requests shall be granted in accordance with the procedures described in Section 02.020 of this tariff below, and emergency berthing may be granted at any time at the discretion of the Port Director.

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(c) Docking permits are available to Homeported vessels but not required for vessels using the Inner Harbor facility only, provided the Port of Nome is given notification of vessel's initial arrival or launch, and a docking permit defining a particular period (weekly, monthly or seasonal) is issued by the Port of Nome for the vessel. It is the responsibility of the vessel owner/operator to obtain renewals for expired docking permits. Users choosing not to obtain a docking permit will pay dockage at the full daily rate identified under Section 05.010, with all tariff rules and stipulations in effect.

Commented [LS7]: I debated adding the work "Home Ported" here but thought we would then need to reword the entire sentence and add another to address "Non Home Ported vessels".

Commented [JB8R7]: Reworded for attorney review.

(d) At the discretion of the Port Director or his/her designee, docking permit holders operating out of the Inner Harbor may be **temporarily** allowed to occupy a Causeway dock for the purposes of refueling, repairs or other short-term operational activities. Docking permit holders operating out of the Outer Harbor shall be allowed to **reserve space** at a Causeway dock for the same aforementioned purposes, but such occupancy and use shall be in accordance with any restrictions or limitations set by the Port Director and shall not interfere with or delay previously scheduled vessel traffic at the Causeway.

(e) All docking permit holders must sign and file with the Harbormaster's office a Dock Use Agreement stipulating compliance with harbor rules, including the use requirements set forth in Section 01.050 of this tariff, and file the required paperwork and/or fee under the applicable provisions of Section 01.050(d) of this tariff. Users who cannot provide proof of coverage are subject to additional fees and may be denied use of the Port.

(e) All berthing and docking permits assigned shall apply to a specific vessel at a specific location (or area) for a specific period of time, and are non-transferable, non-refundable, conditional permits, revocable without notice or claim, except as otherwise provided in these tariff regulations.

02.020 Preferential Berthing:

(a) The Port Director shall review and consider all written requests for preferential berthing, for specific dates and times, received by the Port of Nome based on the date received. Preferential berthing permits shall be based on a 24-hour period constituting one day.

(b) If two or more applicants apply for preferential berthing for the same time and location, the Port Director shall convene an informal telephonic or personal conference with representatives of all conflicting applicants, and shall attempt to obtain a good faith accommodation that minimizes costs or damages to all of the conflicting applicants. If the Port Director is unsuccessful in obtaining a consensus accommodation among conflicting applicants, then the Port Director shall arrange and execute a fair and impartial drawing of lots to determine which conflicting applicant shall receive the preferential berthing reservation.

(c) No holdover rights are derived from the award of preferential berthing. A vessel delayed in arrival to its reserved, preferential berthing, or a vessel choosing to hold over beyond the term of its preferential berthing, shall be accommodated only during the period of its original preferential berthing reservation, and shall be treated as any other application on a first-in-time basis for any holdover berthing time. Delays resulting from inclement weather will be handled on a case-by-case basis as determined by the dPort Director or Harbormaster.

02.030 Alteration or Revocation of Berthing Assignments:

The Port Director may, at his or her sole discretion, alter or revoke any and all berthing assignments whenever he or she determines that such an alteration or revocation is necessary to prevent illegal activities, to prevent damage to the Port of Nome, to avoid undue delay in port operations, to avoid unsafe congestion in the port, to avoid grossly excessive operational costs to the Port of Nome or to other users of the Port of Nome, to prevent further accumulation of charges on an already outstanding account, or to accommodate emergencies, the public health, safety and welfare.

02.040 Reassignment or Return to Berth:

Whenever the revocation of a berthing assignment is not caused by culpable acts or omissions of any person associated with the permittee of the berthed vessel, the Port Director shall make all reasonable effort to assign another berth to the vessel if a satisfactory alternative is available. Whenever the revocation of a berthing assignment is not caused by culpable acts or omissions of any person associated with the permittee of the berthed vessel, the Port Director shall make all reasonable effort to return the vessel to the original berth as soon as possible, provided however that no decision to return the vessel to its original berth shall result in interference with other berthing reservations existing at the time of the revocation.

02.050 Orders of Alteration, Revocation or Reassignment of Berthing:

The Port Director may require or cause any vessel's berthing assignment to be changed or reassigned to facilitate access and efficiency in the Port, or if the Port Director determines that doing so is in the best interest of the public health, safety, or welfare. Any and all orders from the Port Director demanding the alteration, revocation or reassignment of berthing arrangements for a vessel shall be delivered to the vessel orally or in writing, or to the permittee if the vessel is not in the Port of Nome. The vessel shall comply fully with the Order no later than four (4) hours after the time of receipt of the Order, provided, however, that the Port Director can require compliance within a shorter time if an emergency so requires.

02.060 Securing Vessels:

(a) All vessels berthing in the Port of Nome shall be moored, anchored and secured in a safe manner according to generally accepted practices of seamanship. All vessels lying at a wharf, pier, causeway, revetment, dock, floats, other improvements or alongside another vessel shall be secured with head and stern lines to mooring bitts, bollards or cleats. **Any securing of lines to scupper holes, tires, chains or ladders is not permitted.** All methods of securing a vessel and all rigging of a vessel in the Port of Nome shall be subject to inspection and approval by the Port Director at any time. Orders of the Port Director to change or improve vessel security or rigging shall be executed by the permittee immediately. Each vessel owner or operator is responsible for checking and re-securing all lines, anchors, and rigging in use by his or her vessel during all weather conditions.

(b) The Port Director may require vessels to raft on the floats and sheet pile docks during periods of heavy traffic and/or bad weather. If so ordered, all vessels shall comply immediately. Volunteer rafting of like-owned or buddy vessels are encouraged. No vessel, owner, agent, etc. has the right to refuse outside berthing if it has been authorized by the Port Director or their designee. Vessels tied to the outside of a vessel already tied to any part of the dock facilities (rafting), will adhere to the same Tariff Rules and Regulations as any vessel tied to the dock, and is subject to the same charges as if moored directly to the dock. When rafted vessels are moved to allow for departure of another vessel, the remaining vessel will be securely re-tied in the manner described above. Users are required to maximize the use of all sheet pile and floating dock space by mooring as close to neighboring vessels as is safe under the circumstances.

(c) Every vessel secured to a structure, or lying alongside another vessel berthed at the Causeway facility within the Port of Nome shall, from sunset to sunrise, be equipped with stable access secured in a manner subject to inspection and approval by the Port Director at any time. Every gangway shall be brightly illuminated between sunset and sunrise, and shall be monitored by the vessel watch. Any vessel over 75 feet in length moored, and all vessels at anchor within the Port of Nome shall be sufficiently illuminated between sunset and sunrise so as to not compromise navigational safety.

(d) All vessels moored in the Port of Nome shall always and continuously, **without fail**, maintain on board the vessel such crew members as are necessary to care for the vessel and to move the vessel immediately on emergency order of the Port Director. Skiffs and other small craft in the Small Boat Harbor and Snake River may be exempt from this requirement if the Port Director approves of an alternative method of ensuring that a vessel can be contacted and the vessel relocated without delay in the event of an emergency.

(e) Failure to comply with these regulations may result in the imposition of the fines set forth in Section 1.060 of this tariff against the person violating this provision, the owner and operator of the improperly secured vessel, and the improperly secured vessel, all of whom shall be jointly and severally responsible for payment of all fines assessed. In addition to the fine assessed, the vessel, vessel owner, and vessel operator may be denied use of Port facilities.

02.070 Floating Dock:

The floating docks are provided for vessels that are 40 feet and under in length unless otherwise allowed by the Port Director. All moorage on the floating docks is on a first-come-first-served basis, as space permits. Rafting is required during periods of heavy traffic and/or bad weather, provided that this does not cause a safety or navigation hazard. When rafted vessels are moved, they will be securely re-tied. The floating docks and ramp areas shall not be used for storage of any kind and shall be kept entirely clear and tidy of all gear, supplies and debris by its users. Storage is available on the uplands near the floats on arrangement with the Harbormaster's office.

02.080 Vessel Condition:

All vessels moored in the Small Boat Harbor and Snake River must be in a functional status, unless actively conducting repairs dockside with the consent of the Port Director. At least once in each 30-calendar-day period during the ice-free season, all vessels must leave the Small Boat Harbor under their own power, travel at least half (½) mile outside the Port, and return under their own power unless the Port Director has provided written exemption for a vessel undergoing long-term repair. Any vessel that does not or cannot do so will be deemed "inoperable." Any vessel deemed inoperable for a period exceeding 15 calendar days, may seek authorization for one (1) extension of no more than 15 calendar days to allow repairs to continue dockside. After 30 calendar days of being inoperable, the vessel must be removed from the harbor until such time as it is deemed functional again and authorized to be moored within the facility.

02.085 Repairs and Maintenance:

When work is performed on tugs, boats, barges, or other types of maritime ~~vesselcraft~~ while they are in temporary storage or moored at the dock, the area where the work is being performed must be cleaned up and reasonably consolidated at the end of each working day. Failure to clean up after the work is performed could result in the owner/operator being assessed a clean-up fee plus being denied future storage and moorage privileges. Tarpaulins, or some form of heavy-duty material must be placed under the section of the hull being scraped, or worked on, so as to preclude any of the residue being left on the land where the craft is located. Owners/operators shall be responsible for disposal of any debris, or residue, and for restoring the ground base to original condition when work is completed. Users performing maintenance and repairs with wheeled equipment that can be moved immediately upon order of the Harbormaster are authorized to occupy port property at no charge for a maximum of one week to conduct the work. Upon conclusion of that week, the Harbormaster may approve up to one additional week at his or her discretion, provided there is sufficient justification.

02.090 Barge Ramp Use:

(a) Use of the Barge Ramp in the Small Boat Harbor must be scheduled to prevent vessel conflicts. Vessels under twenty-five (25) feet will be exempt from this requirement, provided that the operation requiring use of the ramp occurs in less than **twenty (20) minutes**. Vessel trailers are subject to inspection by the Port Director and required to be adequately constructed to support the length and weight of the vessel. Launching operations must likewise be conducted in a safe and reasonable manner. Operations deemed unsafe by port staff will cease immediately until alternative methods or equipment are obtained. Users are responsible for any damage resulting from use, and are required to clean up ramp after vessel launch or haulout. ~~Before launching or hauling out any vessel over 50 ft in length,~~ a written Haul Out/Launch Plan must be filed with the Harbormaster for the Harbormaster's review. If the Harbormaster does not object to the plan within 3 days of filing, the vessel may be hauled out in accordance with the filed plan. Violation of this section will subject users to fines set forth in Section 01.060(d) of this tariff.

Commented [LS9]: Add language "launching or".

Commented [JB10R9]: Agreed

(b) Haul-out and launch plans shall be prepared to minimize interference with other users and ensure the safety of all users and property.

CHAPTER 3 **CARGO HANDLING**

03.010 Permission Required:

(a) All movement and placement of cargo within the defined cargo handling areas in the Port of Nome shall occur only in compliance with the prior approval of the Port Director. No person may place or deposit cargo or other property at any location within the cargo handling areas in the Port of Nome without first obtaining this approval from the Port Director. Cargo and other property shall be off-loaded from or loaded to vessels only at specific locations as designated by the Port Director. The Port Director may establish a time by which cargo must be removed from the port cargo handling area. Failure to comply with this regulation may result in the imposition of the fines set forth in Section 1.060 of this tariff against the person violating this provision, the owner and operator of the vessel, and the vessel, all of whom shall be jointly and severally responsible for the payment of all fines assessed. In addition to the fines assessed, the vessel, vessel owner and vessel operator may be denied use of Port facilities.

(b) Fire lanes and a strip of land extending twenty (20) feet uplands from all revetments shall remain

clear of any resting cargo and vehicles at all times unless special arrangements are made with the Port Director. The Port Director may allow for the temporary placement of cargo in otherwise prohibited areas for purposes of loading/unloading or authorized and active repairs. Unauthorized cargo and vehicles will be removed by the Port of Nome and all associated charges will be the responsibility of the person that deposited the unauthorized cargo, including any fines imposed pursuant to Section 1.060 of this tariff.

(c) The dock-side staging of rock, sand and/or gravel products must be made by special arrangement with the Port Director at least seventy-two (72) hours prior to the vessel's arrival. The exact staging location shall be determined by the Port Director. Specific written directives for loading/unloading all rock, sand and gravel materials are available at the Harbormaster's office and at www.nomealaska.org. Every contractor should review the directives prior to the start of each season. Staging areas and dock facilities must be returned to their original condition by the port user within twenty (24) hours of the vessel's departure unless gravel exports continue over a prolonged period, in which case the gravel staging areas shall be returned to their original condition by a date approved in advance in writing by the Port Director. Any damage to facility or significant material loss overboard must be reported to the Port Director immediately. Continued overboard material loss that goes unreported will subject contractors to fines as outlined in Section 01.060(d) of this tariff, and the expense of retrieving overboard materials. Repeat offenses may result in the vessel and vessel owner contractor being denied use of port facilities.

(d) Over-side cargo being discharged or loaded between vessels when one vessel is berthed at a Port of Nome facility shall be charged according to the wharfage rates identified in Section 05.020(a) for that cargo. Manifest requirements and all other rules of cargo handling shall apply in these circumstances.

(e) All cargo containers, their contents, flats and loose stow are the full responsibility of the carrier or consignee while stored anywhere on Port property. No cargo security will be provided by the Port of Nome. All cargo, flats and loose stow MUST be removed from the face of the Causeway docks during storms to prevent damage and potential loss. It is the responsibility of the carrier or consignee to monitor the weather when using the Causeway docks, and remove any cargo or equipment prior to each storm event or at the direction of Port staff.

(f) All hazardous cargo shall be handled on a first-on, first-off basis when being loaded to or unloaded from a vessel moored at the Port of Nome. Hazardous cargo shall not be left unattended unless authorized by the Port Director.

03.020 Manifests and Cargo Information:

(a) Any approved cargo handling permittee shall furnish to the Port Director a complete copy of the manifest of the vessel, including names of consignees or consignors, a detailed description of all cargo to be loaded or discharged, the weights or measurements of all cargo to be loaded or discharged at the Port of Nome, Dangerous Cargo Manifests (DCM) as required by the USCG, and such other information as the Port Director may require. The manifest must also designate the basis, weight or measurement on which the ocean cargo was assessed. **Manifests shall be provided prior to actual unloading of a vessel and within forty-eight (48) hours after loading a vessel**, except on special arrangement with the Port Director. Failure to supply this information may result in the imposition of the fines set forth in Section 1.060 of this tariff against the person violating this provision, the owner and operator of the vessel, and the vessel, all of whom shall be jointly and severally responsible for the payment of all fines assessed. In addition to the fines assessed, the vessel, vessel owner and vessel operator, may be denied use of Port facilities.

(b) The Port Director may, at his or her discretion, accept certified freight lists, mates' receipts, or copies of "boat notes" in lieu of the vessel's manifest, provided the alternative sources of information contain all of the information required for the issuance of a cargo handling permit and for the levy of wharfage charges.

(c) All charges associated with a vessel's port call will be charged on one invoice, unless a different billing arrangement has been previously approved in writing by the Port Director. All manifested commodities (cargo, fuel, equipment and gravel) will be billed to the carrier transporting the commodity, unless a different billing arrangement has been previously approved in writing by the Port Director. Charges will not be split between a vessel and any other person unless deemed warranted by the Port Director.

03.030 Port Equipment and Services:

(a) The Port of Nome does not, at this time, provide stevedoring, handling, checking or other port

services with the exception of monitoring inbound petroleum transfers at the Causeway City Dock header and the dispensing of potable water. Labor costs for header crew during petroleum transfers will be assessed per Section 05.035(a)(8) of this tariff. The Port of Nome may authorize an approved cargo handling permittee to monitor outbound petroleum transfers, provided all personnel participating in the transfer are first deemed qualified by the Harbormaster. Any approved cargo handling permittee shall be responsible for arranging privately any and all port services except petroleum transfers and potable water dispensing. Arrangements for conducting petroleum transfers must be made through the Port Director at least seventy-two (72) hours prior to the vessel's arrival. Failure to meet this requirement may subject the user to delays in product transfer. In the event that the user is unprepared to commence transfer after stating readiness, or delays occur that are directly related to the product carrier or recipient, the stand by rate established in Section 05.035(a)(8) of this tariff for per man per hour will be charged by the Port of Nome for port personnel until operations resume. A minimum rate of 750 GPM (gallons per minute) or 45,000 GPH (gallons per hour) must be maintained for each inbound and outbound fuel transfer or labor costs for City personnel will be charged to tank farm operator conducting transfer. A list of specific directives for conducting transfers is available at the Harbormaster's office or at www.nomealaska.org. All tank farm operators and fuel suppliers should review the directives prior to the start of each season.

(b) All cargo handling equipment shall be properly maintained and operators of cargo handling equipment shall be properly trained, supervised and directed by the cargo handling permittee, and the same permittee shall be fully and primarily responsible and liable to the Port of Nome at all times for any and all claims, losses or damages incurred or suffered by the Port of Nome as a result of acts or omissions in conjunction with or caused by the operators or operation of cargo handling equipment. Any damages to any Port of Nome facility must be reported to the Port Director immediately.

(c) Whenever the Port Director determines that the counting or checking of cargo against appropriate documents by the cargo handling permittee is inadequate to safeguard the accurate levy of wharfage, or the health, safety, economic interests or public welfare of the Port of Nome, the Port Director may retain at the expense of the cargo handling permittee alternative services as the case may require for counting, checking, measuring, grading, scaling, surveying, weighing, marking, segregating, sampling, or supplying accurate, necessary information.

(d) High Mast Lights must be used any time cargo, fuel, equipment and gravel operations occur on the City and Westgold Docks during periods of darkness. Vessel operators who intend to operate during dark hours must notify the Harbormaster or his/her designee prior to the vessel's arrival. Only port staff is allowed to operate the lighting controls unless the Harbormaster has specifically authorized a particular user to do so.

03.040 Right to Refuse Cargo:

(a) The Port of Nome reserves the right to refuse to permit the loading, off-loading or placement of any cargo on Port of Nome premises whenever the Port Director finds at his or her discretion:

- 1) That the shipper, consignee, carrier or cargo handling permittee has failed to make adequate arrangements for receiving, handling, storage or movement of cargo;
- 2) That the cargo contains illegal, perishable and deteriorating, hazardous or otherwise offensive substances;
- 3) That the cargo creates an attractive nuisance or a public nuisance;
- 4) That the cargo value is less than the probable unpaid dockage, wharfage and terminal charges; or,
- 5) That the cargo is not secured in packages or containers suitable for the nature of materials, or suitable for withstanding ordinary handling incidental to transportation from the Port of Nome; or,
- 6) That the shipper, consignee, carrier or cargo handling permittee has delinquent unpaid charges with the Port of Nome.

03.050 Petroleum Products and Hazardous Substances:

(a) Acids, gasolines, fuel oil, volatile fuels, distillates, liquid petroleum products, explosives and hazardous substances ("Petroleum Products and Hazardous Substances") shall be unloaded from or loaded to vessels only at those locations within the Port of Nome designated as suitable for such purposes by the Port Director. All Petroleum Products and Hazardous Substances loaded or unloaded as cargo shall be identified on the Dangerous Cargo Manifest (DCM) (required with submittal of overall cargo manifests in Section 03.020(a) of this tariff) and clearly marked on vessel cargo manifests, including property reporting requirements. Dock-side bulk transfer of Petroleum Product cargo is restricted to the Causeway City Dock and the Harbor East Dock only, and limited to bulk transfers between vessels, or between vessels and shore-based tanks. Marine fuel retail sales are restricted to authorized locations and limited to outbound shore-based pipeline or trucked deliveries. The Port Director may from time to time impose safety conditions and such other operating procedures as are necessary for the transfer, including retail sale, of any such materials anywhere inside the Port Facility and exceptions to these restrictions may be made at the discretion of the Port Director.

(b) Each user of the Port of Nome transferring Petroleum or Hazardous Substances to or from a vessel, other than for use and/or consumption on the vessel, shall have available and be capable of implementing an Oil Discharge Prevention and Contingency Plan (ODPCP) approved by the Alaska Department of Conservation (ADEC), Environmental Protection Agency (EPA) and United States Coast Guard (USCG) capable of fully containing damages that might otherwise be caused by an explosion, fire, contamination or pollution. No ODPCP relying solely on equipment or expertise outside the immediate Nome area at the time of the cargo handling shall be acceptable.

(c) Any person possessing or keeping Petroleum or Hazardous Substances anywhere in the Port of Nome shall do so in full compliance with the terms and conditions of all applicable Federal, State and local laws and regulations, including, the requirements of the agencies responsible for the administration of such laws and regulations including the Maritime Transportation Security Agency (MTSA), the USCG and the ADEC. Additionally, any person possessing or keeping Petroleum or Hazardous Substances anywhere in the Port of Nome shall do so in full compliance with the terms and conditions of this tariff, Port rules, Port regulations, and standard regulatory safety conditions controlling the use, storage, and disposal of such materials.

(d) A weekly permit is required prior to initiating any hotwork (welding, cutting), sandblasting, or painting, whether on a vessel or dockside. A text or telephone call notification to the Harbormaster or his designee is required prior to commencing any such work in order to facilitate the safe and orderly operations of the port. Permit application forms are available at the Port office during regular office hours. Outside regular office hours, users must first obtain verbal authorization by contacting the Harbormaster via VHF radio or other means, which authorization shall be logged by the Harbormaster, followed by the completion of the permit application on the next regular business day at the Port office. Users who do not obtain advance approval will be subject to the imposition of fines set forth in Section 01.060(d). Any "hotwork" conducted on Port of Nome facilities must be done in compliance with USCG 33CFR126.30.

(e) Failure to notify the Port of Nome of the possession on a vessel or transferring to or from a vessel of Petroleum or Hazardous Substances in quantities greater than what is reasonably necessary for use and/or consumption on the vessel may result in the immediate confiscation and removal of the Petroleum or Hazardous Substances by the Port of Nome at user's expense, the imposition of the fines set forth in Section 1.060 of this tariff against the person violating this provision, the owner and operator of the vessel containing the improper cargo, and any vessel containing the improper cargo, all of whom shall be jointly and severally responsible for payment of all fines assessed. In addition to the fine assessed, the vessel, vessel owner, and vessel operator may be denied use of Port facilities.

(f) A vessel engaged in the business of supplying Petroleum or Hazardous Substances may haul or lie alongside a vessel or port facility only at locations specifically designated as suitable for the loading or unloading of such cargo, and only for so long as is required to load or discharge the same cargo products unless alternative arrangements are made with the Port Director. All users handling materials described in subsection (a) will comply with the hazardous cargo handling requirements outlined in the Port of Nome's USCG approved Facility Security Plan. Any release of Petroleum or Hazardous Substances into the waters or property of the Port of Nome facility shall be reported to the Harbormaster and federal/state agencies listed below without delay. Clean-up efforts must commence immediately. Should the responsible party not begin clean-up efforts within a timeframe deemed reasonable by the Harbormaster, port personnel will provide such services, with all materials and labor costs charged to the responsible party.

- Port & Harbor Office 907-443-6619
- Harbormaster 907-304-1906
- National Response Center 800-424-8802
- U.S. Coast Guard – Sector Anchorage 907-271-6700
- Alaska Dept. of Environmental Conservation 907-451-2121

(g) Nothing in these tariff regulations, or discretionary instructions or orders from the Port Director, shall be construed to reduce the standard of care required by the laws and regulations of any governmental entity for the safe and proper handling of Petroleum or Hazardous Substances. In each and every instance, the requirements and regulations of the Port of Nome shall be additional and supplemental to any and all rules, regulations, ordinances, statutes and laws of all other governmental entities.

(h) A red flag shall be displayed as a danger signal at the fore top mast head of the vessel while Petroleum or Hazardous Substances are being transferred in either direction between the vessel and the Port of Nome, or between vessels. Adequate signage shall be displayed as a danger signal in plain view on all hazardous cargo in staging, transshipment or laying at rest in the Port of Nome.

(i) The standby of emergency services is required during the loading or unloading of "Designated Dangerous Cargo" as defined by 33 C.F.R. 126.09 as amended, and/or any other materials the transport of which requires a permit pursuant to 33 C.F.R. 126.17, 49 C.F.R. 176.100 and/or 49 C.F.R. 176.415. Standby emergency services will also be provided upon request by the shipper. The shipper shall pay for the standby of emergency services at the rate set in Section 5 of this tariff. A minimum of five (5) business days' notice must be provided to the Port Director of the specific date and time the stand by services are needed. Any violation of this 5-business-day notice requirement will be subject to the imposition of fines set forth in Section 01.060(d).

03.060 Risk of Damage:

The approval for cargo handling shall not be construed as the assumption of any responsibility by the Port of Nome for any loss or damage caused by or resulting from the receipt, delivery, handling, movement or loading of cargo, or any damage caused to cargo by third parties or by vessels berthed at the Port of Nome.

03.070 Removal or Transfer of Cargo:

(a) Petroleum or Hazardous Substances, volatile, toxic, explosive or otherwise dangerous cargo may in an emergency be transferred and removed by the Port Director from its staged location to a safe location within or away from the Port of Nome with all expenses and risk of loss or damage chargeable to the permittee, owner, carrier, shipper, consignee or other claimant as their interests or responsibility may appear.

(b) Cargo remaining in any staging area after the expiration of free time, and cargo shut out at the clearance of a berthed vessel, may be piled or re-piled to make space, transferred to other locations or receptacles within or away from the Port of Nome, or removed to public or private warehouses by the Port of Nome, with all expenses and risk of loss or damage attributed to the account of the permittee, owner, carrier, shipper, consignee or claimant as their interest and responsibility may appear unless special arrangements have been made with the Port Director. Any and all storage fees and all costs of removal and subsequent handling and storage shall be charged to the account of the owner of the cargo. All cargo considered abandoned under Section 01.060(k) of this tariff, shall become the property of the Port of Nome and may be disposed of immediately.

03.080 Over-Side Petroleum Products Transfers:

Over-side transfer of Petroleum Products is allowed only for the purpose of moving cargo between barge carriers for inbound delivery to shore or outbound delivery to coastal communities. Over-side transfer of Petroleum Products for the purposes of marine fuel retail sales is not allowed.

CHAPTER 4

TERMINAL STORAGE

04.010 Permission Required:

(a) The Port of Nome has designated certain lands and facilities for the storage of cargo prior to short-

term staging dockside for purposes of loading aboard any vessel, and following the expiration of short-term free time for off-loaded cargo at the dockside staging area.

(b) **No cargo, vessel, equipment or other property shall be deposited or stored at any location within the Port of Nome without consent of the Port Director, or acquisition of a specified location.** No structure or improvement may be placed on the premises of the Port of Nome without the prior written consent of the Port Director. No hazardous substances or explosive material components may be stored at any location on Port of Nome property without the prior written consent of the Port Director. The Port Director has complete discretion to refuse any request for storage of hazardous or explosive materials.

(c) The Port Director will designate the location of open storage for cargo or a vessel on a daily, weekly, monthly, or annual basis. Users of the open storage areas for any duration of time are required to sign a Storage Use Permit (SUP) from the Port of Nome before placing cargo or a vessel in open storage. The recipient of a SUP shall comply with the rules and responsibilities outlined in the SUP. Cargo or vessels placed in the open storage area without a SUP may be removed from the Port of Nome at the expense of the person who placed the cargo or vessel and result in the imposition of the fines set forth in Section 01.060 of this tariff against the person violating this provision. In addition to the fine assessed, persons placing cargo or vessels in open storage without the necessary SUP may be denied use of Port facilities.

(d) Persons storing vessels on Port of Nome property shall use commercial grade boat stands with safety chains for all vessel types except flat bottom vessels or skiffs less than 20 feet. Twin screw engine vessels are to have boat stands under the bow for storage purposes. All vessel storage must be approved in advance by the Port Director. Permittees will be responsible for all aspects associated with the movement of vessels to and from storage and for ensuring the stability of the vessel when dry-docked. The Port of Nome accepts no responsibility for the placement and/or movement of these vessels. Vessels not properly stored, or that shift from inadequate storage methods, must promptly be repositioned and stabilized by the owner. Vessels remaining in an unsafe stored condition will be repositioned by a private contractor hired by the Port of Nome, with all costs chargeable to the vessel owner. In addition, violators of this section will be subject to the fines set forth in Section 01.060 of this tariff.

(e) All persons are prohibited from using vessels, containers and/or structures, or vehicles on Port of Nome property as residential units. This includes vessels in storage on port property – no liveaboards on hard ground. Violations of this provision shall be subject to fines as set forth in Section 01.060 of this tariff. Repeat violations of this provision may cause the termination of storage and removal of all user's containers, cargo or equipment at user's expense.

04.020 Termination of Storage:

(a) The Port of Nome reserves the right to terminate storage of any and all cargo or equipment at any time following reasonable notice to the terminal storage permittee. If cargo is not removed from the Port of Nome following reasonable notice, the Port Director may cause the cargo to be removed or otherwise disposed at the expense of the terminal storage user.

~~(b) All storage users intending to remove stored items any and all cargo and equipment off Port property, so as to reduce the square footage of the area used for storage which changes their billable footprint, shall make property notice to notify the Port staff office no later than the day of removal. Storage charges shall be based on the total area used for storage before and after stored items are moved through the date of occupancy. If proper notice is not given the office then user will be responsible for storage charges based on the total area initially assigned from the date of commencement of the use until all stored items have been removed from Port property.~~

04.030 Fixtures and Improvements:

(a) The Port Director may negotiate in the public interest prudent terms and conditions for a permit allowing the construction or improvement of terminal storage areas for a period of time not to exceed five years, provided however that no such agreement shall favor one or more users among competitors, and no such agreement shall result in discouraging competition among shippers, carriers, terminal companies or consignees.

(b) A permit including the construction or improvement of terminal storage areas shall not be construed as the conveyance of any interest in real property by the Port of Nome. All structures and

Commented [LS11]: Drafted language.

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improvements to the real property shall remain the property of the Port of Nome upon termination of the terminal storage permit or property lease unless the Port Director orders the permittee to remove the structure or improvement.

(c) Any agreement for the lease of real property, or for the retention of ownership of improvements by the permittee, or for the issuance of a terminal storage permit or agreement for a period in excess of five years, shall be construed as a lease of real property subject to all City of Nome ordinances governing the conveyance of an interest in real property.

CHAPTER 5 SCHEDULE OF CHARGES AND TERMS OF PAYMENT

05.010 Dockage Rates:

(a) All vessels berthing at the Port of Nome shall pay dockage as follows:

1) Any vessel permitted to anchor within the Port of Nome municipal boundaries, that is loading or unloading cargo or passengers by lighters, shall pay dockage at the daily rate assessed upon the size of the anchored vessel(s), commencing when the first lighter of the operation places the first line upon any Port of Nome facility and continuing until the last lighter is free from any Port of Nome facility. Lightering vessels will not be charged dockage during this transfer of cargo or passengers, except when the vessel that is being lightered from is docked at the Causeway facility, whether or not that vessel is actively engaged in loading or unloading.

2) A vessel permitted to beach or run aground in the tidelands or at the mean high tide line away from any Port of Nome dock or landing shall pay dockage at the daily rate assessed upon the size of that vessel or, the port may determine that any vessel beached or grounded more than thirty (30) calendar days in succession can be rescheduled as an idle vessel for purposes of dockage charges. Beached or grounded vessels will not be permitted to remain throughout the winter at the high tide line anywhere within the Port of Nome.

3) Daily dockage rates for any vessel berthed at the Port of Nome facility shall be based on a 24-hour period constituting one day and will be paid in accordance with the size of the vessel as follows:

(A) Vessels up to 200 ft. in length.....	\$1.3324/ft. per day
(B) Vessels over 200 ft. in length.....	\$2.04185/ft. per day
(C) Vessels anchored within the breakwaters (outer harbor)....	\$0.674/ft. per day

(D) Homeported vessels ~~operating out of the port & harbor during the months of June through October~~ shall have the option to apply for a docking permit under one of the categories below and pay at the current rate (for that size vessel) as follows:

1. INNER HARBOR:

	WEEKLY*	MONTHLY*	SEASONAL*
Vessels 32 ft. and under	\$91.00 (35%)	\$273.00 (30%)	\$789.00 (15%)
Vessels over 32 ft. to 52 ft.	40%	25%	15%
Vessels over 52 ft. to 72 ft.	55%	35%	25%
Vessels over 72 ft. to 92 ft.	65%	45%	35%
Vessels over 92 ft. to 125 ft.	75%	55%	45%
Vessels over 125 ft. to 175 ft.	85%	65%	55%
Vessels over 175 ft.	90%	75%	65%

2. CAUSEWAY:**

	DAILY	WEEKLY*	MONTHLY*
Vessels under 200 ft.	75%	65%	55%
Vessels over 200 ft.	85%	75%	65%

*Percentages of standard daily dockage rate calculated on length of permit

**See Section 02.010(d) referencing Berthing

Commented [LS13]: Increase daily dockage rate by 10% and leave percentages below as-is.

Commented [JB14R13]: Agreed, as it applies through all dockage charges

Commented [LS15]: Deleted language for operating window requirement.

Commented [JB16R15]: This will need to correspond to the revised Homeported vessel definition in Chapter 6

Commented [LS17]: Adjust w/ 10% increase?

Commented [JB18R17]: These were set based on earlier flat rates - rates by % noted:
Week: \$105.00
Month: \$383
Season: \$958

4) The fee for any vessel docking in the Snake River area is one-half (1/2) of the rate applicable to the vessel under the schedule set forth in Section 05.010 (a) 3. Users must apply to the Harbormaster for a Snake River area docking permit. Snake River permit holders must comply with the Port of Nome Moorage Policy and all other rules and regulations, including all applicable provisions of this tariff. Sport fishermen and subsistence users of the Snake River area are exempt from the dockage fee.

(b) Home-ported vessels dry-docked within the Port of Nome that remain idle throughout the applicable period shall pay a flat rate identified below for the winter-season (November through May) or summer-season (June through October).

	Winter	Summer
Vessels 32 ft and under	\$ 525.00	\$ 420.00
Vessels over 32 ft to 42 ft	\$ 788.00	\$ 630.00
Vessels over 42 ft to 52 ft	\$ 1,050.00	\$ 840.00
Vessels over 52 ft to 62ft	\$ 1,575.00	\$1,260.00
Vessels over 62 ft to 72 ft	\$ 2,100.00	\$1,680.00
Vessels over 72 ft to 92 ft	\$ 2,940.00	\$2,310.00
Vessels over 92 ft to 125 ft	\$ 4,725.00	\$3,465.00
Vessels over 125 ft to 175 ft	\$ 7,560.00	\$5,545.00
Vessels over 175 ft	\$11,720.00	\$8,595.00

(c) **No vessels** will be permitted to freeze in at the water line within the Small Boat Harbor or Port of Nome Facilities during the winter months of November through May, except with prior written approval from the Port Director ~~based upon specific design requirements.~~

(d) **No vessels** will be permitted to dry dock or to be stored on the Causeway docks or along the Causeway road at any time during the year without the expressed written consent of the Port Director.

(e) Vessels using the Belmont Beach or Snake River area for the purposes of sport and/or subsistence fishing and hunting are exempt from docking fees. This exemption does not apply to improved docking facilities within the Port and Harbor.

(f) Vessels requiring shore-side assistance from the Port of Nome to secure the vessel shall be charged one line handling fee per visit. Line handling procedures shall be established by the Harbormaster and adhered to at all times. Any variation in these procedures will be implemented or approved by the Harbormaster as needed based on the individual requirements of the vessel. Notification must be made to the Port Director at least seventy-two (72) hours prior to vessel arrival that vessel is requiring assistance to moor. Specific arrival and departure times shall be provided to the Port Director at least twelve (12) hours prior to each docking. If changes or delays to scheduled arrival and departure times occur within the 12hour notice window, a stand by time per man, per hour for port personnel will be assessed by the Port of Nome, unless notice is provided to the Harbormaster at least two (2) hours prior to the vessel's arrival or departure. Line handling services performed beyond regular operating hours will be charged per man hour at the applicable rate defined in Section 05.035(a) 8 of this tariff. Regular operating hours are 8:00 am to 5:00 pm, Monday through Friday, excluding holidays.

(g) Vessels moving between different Port of Nome facility docks shall be assessed dockage based on the combined elapsed time at all locations.

(h) A single vessel when actively engaged as a tug boat, assisting and made fast outboard a vessel and working cargo, shall be accorded free dockage. A tug boat leaving its tended vessel shall have waived its right to free dockage and will be charged accordingly upon mooring to any other Port of Nome facilities, except during which time the vessel relocates to an open berth to receive fuel or water with the approval of the Port Director. All tug and barge vessels that arrive and remain in the "push" configuration, will be charged for the combined length of both tug and barge when alongside any dock or wharf structure. Barges moored on the "hip" of the barge will be assessed for the LOA (Length-Over-All) of the barge.

(i) Vessels drawing less than twenty (20) inches of water, including support vessels, may only moor in the Snake River area, and may not moor anywhere else in the Inner Harbor (unless authorized by the Port Director). The dockage rate set forth in Section 05.010(a) (4) of this tariff applies to all vessels utilizing the

Commented [LS19]: Language removal requested by a few PC members.

Commented [JB20R19]: I believe the deleted clause gives us a transparent foundation by which to authorize exceptions

Snake River area unless the use is limited to vessel launching or haulout. Vessels using the area for launching and haulout purposes only are not required to pay the moorage fee. Improperly moored vessels, or vessels drawing less than twenty (20) inches of water docked in the Small Boat Harbor without permission, will be relocated at the owner's expense and assessed the appropriate fee. Repeat offenders will be fined in accordance with Section 01.060(d) of this tariff.

(j) All vessel trailers stored on Port property during the ice-free season will be stored in a location and manner as defined by the Port Director and assessed charges as set forth in Section 05.035(a) of this tariff. Parking stickers will be issued by the Harbormaster's office at the per foot rate defined in Section 05.035(a) 9 of this tariff, and must be displayed on the tongue showing the current calendar year. Trailers without stickers that are left unattended for more than seven (7) calendar days will be impounded and hauled to the City monofill at the owner's expense. Payment for original parking fees, storage and moving costs will be required to retrieve trailers.

(k) The Port of Nome search and rescue vessel "The Guardian" is available for emergency and non-emergency response at rates defined in Section 05.035(a) 10 of this tariff. In order to qualify for the lesser non-emergency rate, vessels requesting assistance must specify that the situation is a non-emergency. Failure to specify will result in assessment of the higher rate.

05.020 Wharfage Rates:

(a) A wharfage charge for all cargo loaded or off-loaded between any vessel and the Port of Nome shall be paid as follows:

1) Bulk liquid products -

Inbound only.....	\$0.035 per gal
Outbound only.....	\$0.023 per gal
Over-side only.....	\$0.012 per gal**
Inter-facility transfer.....	\$0.035 per gal

2) Dry commodities, scientific equipment, ISO Tanks and company gear - (excluding rock, sand, gravel, project cargo and ship's gear)

Inbound/outbound.....	\$11.55 per ton
Over-side cargo.....	\$ 5.80 per ton
Over-stow cargo (outbound).....	\$ 5.80 per ton*
Inter-facility transfer.....	\$ 8.70 per ton

3) Rock, sand and gravel -(bulk non-bagged)

2,000 tons or under per barge load..	\$2.55 per ton
Over 2,000 tons per barge load.....	\$1.95 per ton
Over 40,000 tons per project.....	\$1.65 per ton

(*Over-stow rate is based on qualifying cargo in which full wharfage is being paid for inbound movement, and is destined to points beyond Nome.)

(**See Section 03.050 and 03.080 for restrictions)

- 4) Project cargo in excess of 2,000 tons
in one shipment for one consignee to
be consumed in one project 75% of published rate
- 5) Empty containers, bottles or tanks, that are non-revenue cargo,
being shipped in or out for re-fill of product only..... No Charge
- 6) Ship's gear, ship's stores, and shore-side cargo handling
equipment (as defined) No Charge

(b) In addition to all other tariff provisions, the following charges will be assessed against vessels, their owners, agents or operators which load or discharge passengers at any Port of Nome facility:

Commented [LS21]: Consider tariff rate increase.

Commented [LS22]: Discuss retail fuel sales wharfage rate increase vs outbound bulk transfers.

Commented [JB23R22]: Recommend increase on outbound fuel for retail transfers to be .03/g and bulk to remain at .023/g

YEAR	PASSENGER FEE*	FACILITY CHARGE*
2021	\$1.00	\$2.00
2022	\$1.25	\$2.25
2023	\$1.50	\$2.50

*All fees assessed under 05.020(b) will be accounted for separately, and used exclusively for repair, maintenance and capital improvements associated with cruise ship and passenger infrastructure..

05.030 Terminal Storage Rates:

(a) A terminal storage fee for all cargo and equipment stored at the Port of Nome shall be paid as follows:

- 1) For open storage on uplands east and west of the Snake River (except Causeway)..... \$ 0.06 sq. ft. per week
- 2) For open storage on Causeway road or docks..... \$ 0.08 sq. ft. per week
- 3) Secured storage (palletized or exceeds 50#)..... \$18.00 per day

05.035 Amenities & Other Charges:

(a) A charge for these amenities will be assessed as follows:

- 1) Line Handling (Ships over 300') \$1,400.00 per visit*
Line Handling (Ships up to 300')..... \$ 700.00 per visit*
(Initial tie-up and throw-off)
- 2) Dump Truck/Refuse (Ships over 300')
(a) Unregulated Refuse..... \$425.00 per load*
- 3) Potable Water - First 1000 gallons..... \$182.00 Flat Fee*
1,001 – 9,999 gallons..... \$ 0.06 per gallon
10,000 gallons and above..... \$ 0.04 per gallon
- 4) Garbage Dumpster Fee..... \$ 43.00 per visit
- 5) Security Fee (Foreign Flagged and/or Passenger Vessels.. \$1,820.000 per 12 hour Shift*
- 6) Used Oil..... \$2,365.00 per 55 gal. drum* (or any portion thereof)
- 7) Emergency Services Stand By - (First hour)..... \$1,820.00 hour
Each additional hour \$1,213.00 per hour
- 8) Personnel Labor Rates (1 hour minimum):
a) Regular/Straight Time..... \$104.00 per hour
b) Over Time..... \$161.00 per hour
c) Holiday Time..... \$290.00 per hour
d) After Hours Call Out \$318.00 per hour
e) Stand by \$318.00 per hour
- 9) Trailer Parking Fee (ice-free season) See rates shown in Section 05.030(a) Storage
- 10) Smart Ash Burner Operation – (burning used sorbents) \$122.00/per hour

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11) Gangway or Brow Rental.....	\$152.00/day*
Rubber Tire Fendering	\$152.00/day*
12) Vessel Assist – 28' Guardian	
After-Hours.....	\$910.00 Flat Rate
Regular Hours.....	\$267.00 Flat Rate
Plus Fuel/Oil... (1 hr minimum)	\$19.00 per hour
Plus Labor	See above labor rates*
18' Skiff.....(1 hr minimum)	\$31.00 per hour
13) Film License Application Fee.....	\$300.00 Flat Fee

*Rates for these services performed beyond regular operating hours will be charged per man hour at the applicable rate defined in Section 05.035(a) 8. Regular operating hours are 8:00 am to 5:00 pm, Monday through Friday, excluding holidays.

05.040 Free Time:

Cargo being loaded or off-loaded in accordance with the Port of Nome tariff, may occupy assigned cargo-handling space at the berthing facility free of charges for a period of time not to exceed forty-eight hours prior to the commencement of berthing and seventy-two (72) hours following discharge of the vessel from its berth unless on special arrangement with the Port Director.

05.050 Negotiable Rates:

(a) The Port of Nome reserves the right to enter into negotiated agreements for the use of specific port facilities, storage space, tanks, land or other terminal facilities at rates determined by the Port Commission or Port Director.

(b) The Port of Nome reserves the right to enter into agreements with common carriers, shippers, and agents concerning rates and services, provided that such agreements shall be consistent with existing rules, regulations, statutes and laws of all governmental entities.

(c) If, in the opinion of the Port Director, any operation, use, or user of the Port is reasonably likely to require special handling, the Port Director shall have the right to charge the user additional fees to compensate the Port for actual and/or reasonable costs associated with the operation, use, or user. This may be a flat fee or a negotiated rate, depending on the circumstances. Cases requiring "special handling" shall include off-season and other operations that the Port Director believes will require substantially more resources or funds than average operations or users,

05.060 Terms of Payment:

(a) All dockage, wharfage, terminal storage fees and other charges assessed by the Port of Nome shall be paid at the time of use, except as provided in subsection (b) below.

(b) The Port Director may extend credit to any user of the Port of Nome who establishes a sound financial condition to the satisfaction of the Port Director. User must satisfactorily complete a credit application and provide all information necessary to determine creditworthiness. Charges assessed and levied to any such creditworthy user shall be due and payable within thirty (30) calendar days from the date of invoice from the Port of Nome.

(c) The creditworthy status of such a user of the Port of Nome shall terminate immediately and automatically upon failure to pay all amounts due and owing within thirty (30) calendar days of the date of invoicing. In no event shall creditworthy status attach to any user for a period of time in excess of one (1) year without additional and supplemental evidence of continuing creditworthiness that is satisfactory to the Port Director. During this time of non-creditworthiness, the user shall be required to pay all charges in full and in advance for activity conducted within the Port of Nome. Further, users in delinquent status may be denied access to the Port of Nome facilities and any cargo, gear or vessel within the Port of Nome may be held as security for payment until all unpaid charges are paid in full. At the Port Director's sole discretion and upon terms acceptable to the Port Director, including for adequate security, a user may enter into a payment agreement with the City for the purpose of satisfying debts owed for use of Port of Nome facilities, and such agreement may provide that the user shall not be considered in default or arrears if the user adheres to the terms of the agreement.

(d) No credit shall be extended to any person or entity who is delinquent in the payment of any amount due and owing to the City of Nome, the Nome Public School District, or the Nome Joint Utility System.

(e) An administration fee of 20% will be charged on all issues that require administrative services to process and handle, beyond the typical day-to-day business, such as but not limited to; known spill response incidents that require port supplies and personnel, clean up, repair or replacement of facility or infrastructure due to user neglect or damage, etc. All outstanding accounts reaching any level of collection will be assessed a 15% collection fee for balances exceeding sixty (60) calendar days beyond the payment due date, and a 20% collection fee for balances exceeding one hundred and twenty (120) calendar days. Fees will be assessed on a quarterly basis and rounded up to the nearest whole dollar. Collection fees on account balances exceeding \$1,000.00 will be capped at the applicable percentage assessed on a \$1,000.00 account balance. An NSF fee of \$35.00 will be charged on all bounced checks. All foreign and domestic banking transaction fees incurred when making payments will be the responsibility of all users and will be charged to the applicable user account.

(f) Prepaid docking permits are non-refundable. Credits for unused portions of prepaid long-term storage may be credited back to user accounts at the discretion of the Port Director. The Port will not assist any user in the sale of prepaid space.

05.070 Interest Accrued:

All amounts due and owing to the Port of Nome for dockage, wharfage, terminal storage fees or other charges shall accrue interest at the rate of ten and a half percent (10.5%) per annum. All costs of collection, including actual reasonable attorney and administrative fees, shall be paid by the delinquent user of the Port of Nome.

05.080 Additional Legal Remedies:

Nothing in these tariffs shall be construed as limiting or waiving any and all legal rights and legal remedies available to the Port of Nome in pursuit of collection of all amounts due and owing to the Port.

CHAPTER 6 **DEFINITIONS**

06.005 Barge Ramp:

"Barge Ramp" shall include the boat launching area off of Port Road identified as Barge Ramp in the Port of Nome aerial photograph dated August 2011 (version v. 041213) on file with the City of Nome.

06.010 Berthing:

"Berthing" is the act of anchoring, tying up, mooring, securing, idling, grounding, dry-docking, beaching or otherwise laying a water vessel to rest within the Port of Nome.

06.020 Cargo:

"Cargo" shall include all freight, merchandise, supplies, equipment, tools, fuel, and other tangible goods held for shipment or movement within the Port of Nome.

06.030 Cargo Handling Areas:

The "cargo handling areas" shall include all dedicated and usable right of ways, the Nome causeway, the full length of the Snake River revetment improvements including the barge ramp uplands and Small Boat Harbor property for a distance of fifty (50) feet back from that revetment along the uplands.

06.040 Cargo Handling Equipment:

"Cargo handling equipment" shall mean all equipment, gear and supplies transported to and/or from a vessel which is necessary for cargo handling at the Port of Nome and that: (a) is loaded or unloaded in Nome and (b) used exclusively for cargo handling at the Port of Nome. Equipment, gear and supplies that are used for cargo handling and for another purpose while offloaded in Nome are not "Cargo handling equipment".

06.045 Cargo Handling Permittee:

"Cargo Handling Permittee" is a person, firm or company that has been issued a permit to use the Port,

and which is engaged in the business of handling cargo, equipment, fuel or gravel at the Port of Nome docks and facilities, whether in the capacity of a vessel or shore-side operator.

06.047 Causeway City Dock:

"Causeway City Dock" shall include the area on the southern end of the causeway identified as City Dock in the Port of Nome aerial photograph dated August 2011 (version v. 041514) on file with the City of Nome.

06.050 Company Gear and Equipment:

"Company Gear and Equipment" includes all equipment, gear and supplies transported to and/or from a vessel which is necessary for cargo handling at another shore-side facility or is being transported by a vessel to another location or vessel for such use, but not considered part of the transporting vessel's (ship's) gear or stores.

06.060 Dockage:

"Dockage" is the charge assessed to a vessel for docking at a wharf, dock, pier, float, revetment or other facility, or for mooring to a vessel so docked at a Port of Nome facility.

06.070 Dock-Side:

"Dock-Side" is the shore-side area of any part of the Port of Nome facilities in which vessels and/or crew may conduct working activities such as loading and unloading.

06.080 Empty Containers:

"Empty Containers" qualifying for free wharfage are defined as containers being loaded or unloaded that have no contents and are owned by the carrying vessel.

06.085 Free-Time:

"Free-Time" is the specified period of time (seventy-two (72) hours) during which cargo may occupy an assigned space on port property free of charges immediately prior to the loading or subsequent to the discharge of such cargo on or off a vessel.

06.090 Harbormaster:

The "Harbormaster" is the individual charged with directly supervising and facilitating all operations of the Nome Port & Harbor, including the use of uplands, facility services, and including the assessment of charges and required compliance contained within the Port of Nome Tariff Rules & Regulations; the Port Director's designee.

06.092 Home-Ported Vessel:

A "home-ported vessel" is a seaworthy vessel laying at rest in the Port of Nome during the immediately preceding winter months of November through May, with no delinquent charges or assessments of taxes, damages, dockage, wharfage or other port charges, which operates exclusively out of the Nome Inner and Outer Harbors during the ice-free summer season.

06.095 Idle Vessel:

"Idle Vessel" is defined as a vessel in lay-up status or laying at rest on hard ground within the Port of Nome facility.

06.100 Inner Harbor:

The "inner harbor" of the Port of Nome is the Snake River and the Bourbon Creek/Dry Creek confluence also known as the turning basin or Small Boat Harbor, including the concrete barge ramp.

06.105 Inter-Facility Transfers:

The movement of cargo, equipment or fuel between facilities entirely within the Port of Nome property (excluding Cape Nome). Applies only to movements between the two facilities that are not loaded onto a vessel for shipment.

06.107 LOA or Length Over All:

The overall length of a watercraft measured from the most forward point at the stem (bow), to the after

Commented [LS25]: Modify definition Home-Ported Vessel

Commented [JB26R25]: Yes, but the specifics on past due charges at port/city in this chapter gives us more moxy to enforce the restrictions on those wanting this benefit but choosing to be delinquent.

Commented [LS27]: Potential conflict with vessels such as the Farley's and others who store their vessel off port property for the winter months but operate solely out of the PON in the summer.

Also, possible issue on first year customers with new vessels that have not yet wintered their vessel in the state but plan to.

Draft-"A home-ported vessel is a seaworthy vessel that operates out of the Port of Nome during the summer operating season and lays at rest in the community during the closed season."

Commented [JB28R27]: We should be inclusive of those that live and operate out of Nome exclusively all summer, and allow PD/HM to give exceptions for certain circumstances that are otherwise HP eligible but may be first time users or store their vessels on the Nome road system for winter.

Commented [JB29]: Brooks, see note in email.

most part of the stern of the watercraft, to include the motor.

06.108 Nuisance Property:

"Nuisance property" means all personal property, including but not limited to machinery, equipment, gear, appliances, furniture, materials or parts, and Ship's Gear or Stores placed or stored on Port of Nome Facilities unless authorized by the Tariff or with the express permission of the Harbormaster, or property that otherwise constitutes a hazard and a hindrance to safe use of the Port of Nome.

06.110 Over-Side Cargo or Fuel:

"Over-Side" refers to the act of transferring cargo or fuel directly between vessels when one vessel is docked at any Port of Nome facility and the other vessel is moored alongside.

06.120 Over Stow:

"Over Stow" is defined as any cargo placed on the Port premises from common carrier or its agent, which is to be reloaded on a vessel and destined for discharge at another port. Over Stow charges will apply so long as no value has been added to the cargo while awaiting transshipment.

06.130 Port Director:

The "Port Director" is either the City Manager or such person designated by the Nome City Council or the designee of the City Manager, consistent with existing Nome Ordinances governing the Port of Nome.

06.140 Port of Nome:

The "Port of Nome" shall include all tide and submerged lands owned, occupied, managed, leased or administered by the City of Nome within and beyond the municipal boundaries, all parcels of real property contiguous to the mean high tide line of the Bering Sea, the Snake River and its tributaries, and all lands and navigable waters within the jurisdiction of the City of Nome.

06.150 Port of Nome Facilities:

"Port of Nome Facilities" includes all causeway docks, revetments, marine headers, industrial pad, barge ramp, harbor floats, east and west Small Boat Harbor docks, storage areas and tidelands of the outer harbor, Small Boat Harbor and Snake River. Unimproved beaches bordering the Bering Sea and unimproved submerged lands of the Bering Sea are not included as "facilities".

06.155 Production Film, Video, and/or Photography Crews:

A film, video and/or photography production crew is one or more people engaged in filming, video or digital taping, photography or recording on any medium in a commercial capacity or for profit.

06.160 Rafting:

When two or more boats tie alongside each other, specifically at a pier, wharf or dock.

06.162 Retail Marine Fuel Sale:

"Retail Marine Fuel Sale" refers to the transfer of non-cargo fuel, or fuel intended for use and/or consumption on the vessel, from a seller to a vessel.

06.165 Roadstead:

"Roadstead" shall include the navigable channel approach into the Port of Nome outer harbor where vessels transit in preparation for maneuvers into and away from the Causeway docks or Small Boat Harbor. No vessel shall anchor or sit idle in such a manner that obstructs the passage of any vessel transiting the approach into and out of the outer harbor.

06.170 Ship's Gear or Stores:

"Ship's Gear and Ship's Stores" shall include all equipment, gear and supplies being loaded to and/or from a vessel that is directly related to that vessel's cargo handling ability or part of that vessel's crew necessities.

06.173 Small Boat Harbor:

"Small Boat Harbor" shall include that area on the eastern entrance of the Snake River identified as Small Boat Harbor in the Port of Nome aerial photograph dated August 2011 (version v.041213) on file with the City of Nome.

06.175 Snake River Area:

The "Snake River area" means the area within the property of the Port of Nome designated by the Port Director/Harbormaster for use by small crafts and support vessels, located in and along the Snake River on the western side of the Port of Nome. The area extends from the corner of the MS 410 property, near the concrete launch ramp, to the armor stone at the end of Belmont Street, and up river to the City Limit boundary.

06.178 Support Vessel:

"Support vessel" is defined as any vessel which is used exclusively to provide assistance to another vessel by, for example, ferrying gear or persons to or from the main vessel, or to allow repairs, cleaning, and other services to occur on the main vessel.

06.179 Third Party Employers:

"Third Party Employers" refers to employers of all cargo, fuel, gravel, construction employees, service organization staff, vessel employees, longshoremen, stevedores, independent contractors, and all other non-City employees.

06.180 Through Cargo:

"Through Cargo" is defined as cargo that is transported into Nome for temporary staging, while awaiting shipment to destinations beyond Nome, and billed as over stow cargo. (See 06.120 Over-Stow)

06.190 Vessel - "Vessel" or "Vessels":

Shall mean any, ship, barge, LASH barge, SEABEE barge, tug, towboat, lighter, raft or other watercraft that is designed to float. All references to "VESSEL" or "VESSELS" in this tariff shall include, without exception, her owner, charterer, and agent.

06.195 Wharfage:

The charge assessed against any cargo placed on any shore-side property and passing over, across, under or through the Port of Nome cargo handling facilities.

06.200 Working Stow:

"Working Stow" is defined as any cargo not destined for the Port of Nome that has to be removed from a vessel and placed temporarily on the dock before being loaded to the same vessel from which it was removed and before any movement of vessel from the dock.

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The Nome Port Commission, pursuant to Section 12.10.070(b) of the Code of Ordinances of the City of Nome submits the following regulations pertaining to the operation of terminal and transportation facilities at the Nome Port. The Commission recommends that the rules and regulations be adopted by the City Council.

1.10 Title:

These regulations shall be referred to as the Rules and Regulations of the Port of Nome.

1.11 Scope:

These regulations shall apply to all use and operation of terminal and transportation facilities at the Nome Port and to the use of all real property within the Nome Port.

1.12 Enforcement:

A) These regulations shall be enforced by the Port Director or by the Nome Police Department acting at the request of the Port Director.

B) All orders of the Port Director may be either written or verbal at the discretion of the Port Director.

C) Any order of the Port Director shall be subject to review by the City Council upon written application of any person affected by the order.

2.10 Mooring:

A) No person may make fast a rope or moor to any structure other than a mooring bitt, bollard, or cleat provided for that purpose.

B) Every vessel lying at a dock shall be made fast with head and stern lines in a manner approved by the Port Director.

C) Every vessel lying at a dock shall comply with all orders of the Port Director with respect to its rigging.

D) Every vessel lying alongside a dock or another vessel berthed at a dock shall from sunset until sunrise be equipped with gangways and man-ropes as may be required by the Port Director. Every gangway used for access after dark shall be brightly illuminated and monitored by the vessel.

E) A vessel moored at a dock or to another vessel which is moored at a dock shall always have on board such seamen as are required to care for and move the vessel.

F) No person shall moor, anchor, dock or berth a vessel within the port without first having obtained permission from the Port Director.

G) The City of Nome reserves the right to refuse berthage, moorage or anchorage permits to any vessel which fails to comply with the Rules and Regulations of the Port of Nome.

3.10 Obstruction to Navigation:

A) No vessel may remain in a position which interferes with the mooring or passage of another vessel or creates a danger to persons, vessels or property after the Port Director has ordered it to move.

B) No person may obstruct a basin, channel or wharf so as to interfere with the mooring, passage or activity of a vessel. The Port Director may remove any such obstruction if the owner thereof fails to do so within 24 hours after its discovery by the Port Director.

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C) No structure, material or substance that can sink in water or obstruct navigation may be deposited in the bay or on the shore of the bay unless written permission is first obtained from the Port Director.

D) When ballast, stone, coal, bricks, scrap, dirt, rubbish or other loose material or matter that can sink in water is being unloaded from or loaded onto a vessel, a canvas chute or similar contrivance shall be used to prevent spills into the bay.

E) The owner of a vessel which sinks, is grounded or delayed so as to interfere with navigation, obstruct the port, or endanger persons or property shall post warnings on the vessel that can be seen day and night and remove the vessel as soon as possible or as directed by the Port Director.

F) No vessel may operate a searchlight or other high intensity light on a vessel not underway in the harbor in such a manner that the safety and privacy of other vessels and vehicle traffic in the harbor area are disturbed, except in an emergency.

4.10 Vessel in Dangerous Condition:

Any vessel that enters or is within the port in a condition which renders it dangerous to persons or property shall be handled according to the orders of the Port Director.

5.10 Departures:

A) The Port Director may order a vessel to depart for the protection of persons or property, to ensure efficient use of the port, or in response to the vessel's failure to remit required charges or tariffs.

B) Upon the order of the Port Director, a vessel shall immediately vacate its berth so that a preferred vessel may berth there.

6.10 Lost, Abandoned or Stolen Vessels or Property:

The Port Director may assume custody of apparently lost, abandoned or stolen vessels or property found within the port. The Port Director shall retain custody of such property until claimed by the rightful owner, the port may require reimbursement for the costs incurred prior to releasing the property or vessel. If the vessel or property is not claimed within thirty (30) days, the Port Director may dispose of the vessel or property either by private sale or a duly notified public auction. The City of Nome may recover the costs incurred by it for recovery and storage of the vessel or property, if any, from the proceeds of the sale.

7.10 Manifest:

The person in control of a vessel shall furnish the Port Director with a complete copy of the manifest showing all cargo loaded or discharged at any port facility. An inbound manifest will be furnished prior to or at the time of the vessel's arrival, and an outbound manifest furnished prior to or at the time of the vessel's departure.

8.10 Payment of Tariff Charges:

A) No vessel may leave the port before payment of all tariff charges incurred by that vessel, and such cargo as was discharged from or loaded upon that vessel has been tendered to the Port Director, or such alternative arrangements as are satisfactory to the port director have been made.

B) An owner, shipper, consignee or agent for cargo discharged from or loaded upon a vessel shall pay the tariff charges incurred with respect to that cargo. Payment shall be made before such cargo leaves the port unless alternative arrangements have been made with the Port Director prior to departure.

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C) The Port Director may do all things necessary to prevent the departure of a vessel or its cargo for which tariff charges remain unpaid and for which satisfactory arrangements for payment have not previously been made.

9.10 Motor Vehicles on Docks:

A) No motor vehicle which is dripping gasoline or other petroleum product may enter upon or cross a dock.

B) No motor vehicle operated by gasoline or other petroleum product may come on a dock except to load or unload freight or passengers or for other bona fide business authorized by the Port Director. If the gasoline in a motor vehicle is exhausted while the vehicle is on a dock, the vehicle shall be towed from the area at the expense of the owner of the vehicle.

C) If an owner or operator of a motor vehicle willfully disregards this chapter, in addition to the other civil and criminal remedies which may be imposed, the Port Director may deny dock access to that person.

D) Subsections A, B, C and D of this section may be waived for specific purposes where, at the discretion of the Port Director, such waiver would not endanger public welfare.

10.10 Loading or Discharging Explosives:

A) No explosive may be transported between a dock and vessel except with the permission of and pursuant to safety conditions imposed by the Port Director. A special permit shall be obtained from the Port Director before any explosives are placed on a dock.

B) No person may transport explosives between a vessel and a dock except between the hours of 6:00 a.m. and 6:00 p.m. unless otherwise authorized first by pre-arrangement with the Port Director. A safety watch shall be maintained at the expense of the cargo owner while explosives are being transported.

C) If the transportation of explosives cannot be completed between the hours of 6:00 a.m. and 6:00 p.m., the person in charge or control of the vessel shall cause such vessel to haul away from the dock and anchor in such part of the port as may be designated by the Port Director until such time as the activity may continue under this section.

D) A red flag shall be displayed as a danger signal at the fore topmast head of the vessel while explosives are being transported between a vessel and the dock.

11.10 Petroleum Products:

A) Acids and other liquid petroleum products may be unloaded from or loaded on vessels only at locations within the port designated as suitable for the loading or unloading of petroleum products by the Port Director.

B) A vessel berthed at a location designated as suitable for the loading or unloading of petroleum products or lying alongside another vessel so berthed may load gasoline or distillate only with the approval of the Port Director and only when the vessel is otherwise ready to depart.

C) No person may possess or keep acids, coal oil, gasoline, distillate, other liquid petroleum products or empty drums which previously contained such products on a dock except by special permit issued by the Port Director.

D) A vessel engaged in the business of supplying fuel oil may haul or lie alongside a vessel or dock at a location designated as suitable for the loading or unloading of petroleum products only for so long as is required to discharge the fuel oil.

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E) Each user of a dock shall furnish an absorbent material approved by the Port Director for absorption of waste oil. When saturated, absorbent material shall be removed immediately from the port.

12.10 Fire and Welding Restrictions:

A) Bonfire and open fires are prohibited at the port, except in open beach areas, designated as public.

B) No person may bring welding equipment or engage in welding activity on a dock without prior written authorization from the Port Director. Any person permitted to perform any hot-work or welding activity shall also acquire any and all permits required by state and federal agencies.

13.10 Repair of Vessels:

A) Repairs and maintenance work not done exclusively within the confines of a vessel shall only be made at locations within the port designated as suitable for repair and maintenance work by the Port Director.

B) Repairs to and maintenance of a vessel that can be made exclusively within the confines of a vessel may be made while the vessel is berthed at a docks or lying alongside another vessel so berthed as long as this repair and maintenance activity does not interfere with the cargo handling activities of any other vessel.

14.10 Dangerous Condition of Docks:

A) Upon receiving written notice of a dangerous condition on a dock from the Port Director, the person responsible therefore shall immediately abate that condition or post warnings and barriers around it until such time as it can be abated.

B) No person may interfere with or molest a barrier which bars or obstructs the use of a dock or structure.

15.10 Depositing Property Upon Areas Without Permission Prohibited:

A) No person may deposit cargo, merchandise, equipment, tools, or other property upon any area of the port without the permission of the Port Director.

B) Cargo, merchandise, equipment, tools or other property shall only be unloaded from or loaded on vessels at locations within the port designated as suitable for the loading or unloading of such property by the Port Director.

C) Cargo, merchandise, equipment, tools or other property shall only be deposited or stored at locations within the port designated as suitable for the deposit or storage of such property by the Port Director.

16.10 Sale or Solicitation of Goods or Services:

No person may sell or solicit the sale of goods or a service without a written permit authorized by the City Clerk's Office and approved by the Port Director. The permit may limit sale activity so as to prevent it from interfering with the safe and efficient operation of the port.

17.10 Smoking Prohibited:

No person may smoke within any port area designated by appropriate signs as a **No-Smoking** area by the Port Director.

18.10 Compliance with Law:

A) All persons using terminal and transportation facilities or owning real estate within the port shall comply with the Rules and Regulations of the Port of Nome, all ordinances and regulations of the

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City of Nome including, but not limited to, all City of Nome Coastal Management regulations and the Port of Nome Tariff; and all applicable laws and regulations of the State of Alaska and the United States governing their activity and ownership.

B) All laws and regulations of the State of Alaska and the United States applicable to the use of terminal and transportation facilities and the ownership of real property within the port are incorporated herein by reference and shall be enforceable by the Port Director in the same manner as the Rules and Regulations of the Port of Nome.

C) If any portion of these regulations is found to be in conflict with federal laws and regulations governing the equipping, operation and licensing of vessels on navigable waters of the United States, then such federal laws and regulations shall prevail, but the remaining sections of these regulations shall not be affected.

19.10 Definitions:

A) "Bay" means the tidal waters within the port.

B) "Port of Nome", "Nome Port", or "port" means all real estate identified as the Port of Nome subdivision, all tidelands which have been transferred to the City of Nome, all real property contiguous to all tidelands which have been transferred to the City of Nome, and all tidal waters within the corporate limits of the City of Nome except those areas which are within the exclusive jurisdiction of either the State of Alaska or the United States together with all improvements located thereon.

C) "Port Director" or "port director" means the director of the port or his designee.

D) "Tariff charges" means those charges included in the current Port of Nome terminal tariff (Nome Port Facilities Tariff), as well as all rules and regulations for the operation and administration of the Port of Nome

E) "Terminal and transportation facilities", means docks, floats bulkheads, seawalls, landfills, warehouses, staging areas, pipelines and pipeline terminals, transfer spans and aprons, lifting equipment and similar structures together with the necessary equipment and facilities required to accommodate waterborne commerce and shipping located within the Port of Nome.

F) "Vessel" -"Vessel" or "Vessels" shall mean any, ship, barge, LASH barge, SEABEE barge, tug, towboat, lighter, raft or other watercraft that is designed to float. All references to "VESSEL" or "VESSELS" in this tariff shall include, without exception, her owner, charter, and agent.

G) Definitions included in Nome Ordinance 12.40.020 are hereby incorporated by reference.



Memo

TO: John Handeland – City Manager
FROM: Joy L. Baker – Port Director *JLB*
CC: Mayor & Nome Common Council
Nome Port Commission
DATE: 4/11/2019
RE: Port Fiscal Health Summary

The following provides a historical summary and current state of affairs of the Port & Harbor, in terms of overall fiscal health and sustainability. (Updated from Feb 2016.)

Following completion of the Causeway construction in 1987, the City began formally operating the Port/Harbor with recorded revenues for fuel/cargo import/export. Operating and labor costs were fairly low, but principal and interest payments on construction loans produced negative net revenues from FY89 to FY94. In FY95, the City reached a 10-year moratorium with NOAA on the CEIP bonds, leaving only the smaller Farmers Home loan payment. This temporary reprieve on the NOAA debt (achieved by the lack of predicted offshore development following Causeway construction), allowed the facility to see modest annual profits that helped to grow the Port Fund Balance for anticipated future capital improvements, maintenance and grant match funds.

Through the 90's, port activity increased on a gradual basis, allowing staffing to remain light with Public Works assisting when needed. This kept operating expenses low, with an occasional capital cost expended to maintain or improve infrastructure. Coordination with the USACE on the port expansion began in FY02 and continued through FY07, and included other harbor infrastructure components which were funded mostly through grants from NSEDC and EDA, but still required a local match. This expansion triggered the first significant layer of increased activity, and while boosting revenues, also elevated operating costs to operate and maintain the additional facilities.

With the Farmers Home loan ending in FY02, and payments to NOAA not resuming until FY09, annual profits continued to be sufficient through this period, allowing the City to provide matching funds for an additional sheet pile dock and floats in the harbor, as well as the City's match to the USACE for replacement of the two federal sheet pile docks, on the south & east sides of the harbor. Through this period, deferred facility maintenance and planning/design for more improvements continued, with a seasonal staff person added in 2009 to help manage the additional traffic.

The number of harbor docking permits rose in the 2010 season as a result of the slight increase in offshore dredges that now equaled the number of fishing vessels. The number of dredges then doubled in 2011, and that figure tripled in the 2012 season. The number of dredges (+support craft) held in the 120-125 range through 2015. Since 2016, the number has averaged around 100, which now includes larger mining barges as a growing element of that fleet, plus fishing vessels/tenders and transient sailboats. As this significant increase in offshore dredges was occurring, the number of larger vessels operating at the Causeway increased as well, generating a backlog of anchored vessels that could frequently take several days to clear. These factors mandated two more staff in 2012, resulting in increased labor costs, but were directly attributable to the surge in vessel traffic.

This additional vessel traffic equated to increased use of uplands storage, which not only required more staff time, but maximized available laydown space and thus prompting the purchase of the 18 acre Thornbush parcel for \$1.2M (paid by the port fund balance). This land purchase, combined with feasibility/design costs and 25%-50% for cost-sharing on grants, put a dent in the fund balance. Therefore, increased operating costs and a dwindling fund balance dictated the need to increase tariff rates to maintain fiscal health.

As noted in the 2013 Northern Economics Tariff Rate Study, in order to meet rising operating costs and future demands for capital improvements plus deferred maintenance costs, a 50% rate increase was recommended, but acknowledged as too drastic in one step. It was therefore recommended that a more gradual approach be taken in the case of high grant funding, with periodic increases every year. This was the path ultimately chosen by the Port Commission and Common Council, with 10% in 2013, followed by 5% in both 2014 and 2015.

In an effort to expand upon the 2013 study, the City contracted with Cordova Consulting for the 2017 Port & Harbor Development Analysis which made recommendations for annual capital replacement fees, cruise ship head tax, CPI adjustments and rising labor costs. To bring the report and graphs current through the 2018 season, Cordova Consulting was asked to update the trends for revenue and expense, as well as the recommendations. Please see attached PowerPoint.

Although the Port's annual operating budgets fluctuate between a surplus and deficit, expenses are paid up front by the General Fund (acting like a central treasury) and reimbursed by the Port as accrued revenues are collected. This means the fund balance is always changing based on the monies owed for expenses, grant matches, capital projects or debt service. Today, the fund balance is approximately \$300K, with potential for a surplus at closing F19. Basically, if the port only had to fund operating expenses and nothing else, it would be able to build sufficient reserves to fund its operations without the General Fund serving as its bank. However, in order to grow the Port and responsibly maintain the infrastructure, it is essential to fund not only operational costs, but to plan for ongoing maintenance, repairs and capital improvements.

Incremental rate increases is the fiscally responsible approach to effectively managing the financial health of the port. As growing traffic demands continue to drive labor costs, there is the NOAA debt service until 2035, infrastructure to maintain, and additional shoreside development necessary to effectively serve the regional and Arctic maritime fleet. This will require a strategic approach to a structured plan that considers gradual rate increases, adjustments for inflation, and perhaps setting aside a percentage of gross receipts each year for capital improvements.

2019 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly Flat	Monthly Flat	Season Flat
10	12.10	91.00	273.00	789.00
12	14.52	"	"	"
16	19.36	"	"	"
17	20.57	"	"	"
18	21.78	"	"	"
20	24.20	"	"	"
21	25.41	"	"	"
22	26.62	"	"	"
24	29.04	"	"	"
25	30.25	"	"	"
26	31.46	"	"	"
27	32.67	"	"	"
28	33.88	"	"	"
29	35.09	"	"	"
30	36.30	"	"	"
31	37.51	"	"	"
32	38.72	"	"	"

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly 0.40	Monthly 0.25	Season 0.15
33	39.93	111.80	299.48	898.43
34	41.14	115.19	308.55	925.65
35	42.35	118.58	317.63	952.88
36	43.56	121.97	326.70	980.10
37	44.77	125.36	335.78	1007.33
38	45.98	128.74	344.85	1034.55
39	47.19	132.13	353.93	1061.78
40	48.40	135.52	363.00	1089.00
41	49.61	138.91	372.08	1116.23
42	50.82	142.30	381.15	1143.45
43	52.03	145.68	390.23	1170.68
44	53.24	149.07	399.30	1197.90
45	54.45	152.46	408.38	1225.13
46	55.66	155.85	417.45	1252.35
47	56.87	159.24	426.53	1279.58
48	58.08	162.62	435.60	1306.80
49	59.29	166.01	444.68	1334.03
50	60.50	169.40	453.75	1361.25
51	61.71	172.79	462.83	1388.48
52	62.92	176.18	471.90	1415.70

	Daily	RIVER PERMIT		
Vessel Length	Tariff Rate .61/ft/day	Weekly Flat	Monthly Flat	Season Flat
10	6.10	45.50	136.50	394.50
12	7.32	"	"	"
16	9.76	"	"	"
17	10.37	"	"	"
18	10.98	"	"	"
20	12.20	"	"	"
21	12.81	"	"	"
22	13.42	"	"	"
24	14.64	"	"	"
25	15.25	"	"	"
26	15.86	"	"	"
27	16.47	"	"	"
28	17.08	"	"	"
29	17.69	"	"	"
30	18.30	"	"	"
31	18.91	"	"	"
32	19.52	"	"	"

	Daily	RIVER PERMIT		
Vessel Length	Tariff Rate .61/ft/day	Weekly 0.40	Monthly 0.25	Season 0.15
33	20.13	56.36	150.98	452.93
34	20.74	58.07	155.55	466.65
35	21.35	59.78	160.13	480.38
36	21.96	61.49	164.70	494.10
37	22.57	63.20	169.28	507.83
38	23.18	64.90	173.85	521.55
39	23.79	66.61	178.43	535.28
40	24.40	68.32	183.00	549.00
41	25.01	70.03	187.58	562.73
42	25.62	71.74	192.15	576.45
43	26.23	73.44	196.73	590.18
44	26.84	75.15	201.30	603.90
45	27.45	76.86	205.88	617.63
46	28.06	78.57	210.45	631.35
47	28.67	80.28	215.03	645.08
48	29.28	81.98	219.60	658.80
49	29.89	83.69	224.18	672.53
50	30.50	85.40	228.75	686.25
51	31.11	87.11	233.33	699.98
52	31.72	88.82	237.90	713.70

	Daily	OUTER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	DOES	NOT	APPLY
10				
12				
16				
17				
18				
20				
21				
22				
24				
25				
26				
27				
28				
29				
30				
31				
32				

	Daily	OUTER HARBOR PERMIT		
Vessel Length	Full Rate 1.21/ft/day	DOES	NOT	APPLY
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52				

2019 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly 0.55	Monthly 0.35	Season 0.25
53	64.13	246.90	673.37	2404.88
54	65.34	251.56	686.07	2450.25
55	66.55	256.22	698.78	2495.63
56	67.76	260.88	711.48	2541.00
57	68.97	265.53	724.19	2586.38
58	70.18	270.19	736.89	2631.75
59	71.39	274.85	749.60	2677.13
60	72.60	279.51	762.30	2722.50
61	73.81	284.17	775.01	2767.88
62	75.02	288.83	787.71	2813.25
63	76.23	293.49	800.42	2858.63
64	77.44	298.14	813.12	2904.00
65	78.65	302.80	825.83	2949.38
67	81.07	312.12	851.24	3040.13
68	82.28	316.78	863.94	3085.50
69	83.49	321.44	876.65	3130.88
70	84.70	326.10	889.35	3176.25
71	85.91	330.75	902.06	3221.63
72	87.12	335.41	914.76	3267.00

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly 0.65	Monthly 0.45	Season 0.35
73	88.33	401.90	1192.46	4637.33
74	89.54	407.41	1208.79	4700.85
75	90.75	412.91	1225.13	4764.38
76	91.96	418.42	1241.46	4827.90
77	93.17	423.92	1257.80	4891.43
78	94.38	429.43	1274.13	4954.95
79	95.59	434.93	1290.47	5018.48
80	96.80	440.44	1306.80	5082.00
81	98.01	445.95	1323.14	5145.53
82	99.22	451.45	1339.47	5209.05
83	100.43	456.96	1355.81	5272.58
84	101.64	462.46	1372.14	5336.10
85	102.85	467.97	1388.48	5399.63
86	104.06	473.47	1404.81	5463.15
87	105.27	478.98	1421.15	5526.68
89	107.69	489.99	1453.82	5653.73
90	108.90	495.50	1470.15	5717.25
91	110.11	501.00	1486.49	5780.78
92	111.32	506.51	1502.82	5844.30

	Daily	RIVER PERMIT		
Vessel Length	Tariff Rate .61/ft/day	Weekly 0.55	Monthly 0.35	Season 0.25
53	32.33	124.47	339.47	1212.38
54	32.94	126.82	345.87	1235.25
55	33.55	129.17	352.28	1258.13
56	34.16	131.52	358.68	1281.00
57	34.77	133.86	365.09	1303.88
58	35.38	136.21	371.49	1326.75
59	35.99	138.56	377.90	1349.63
60	36.60	140.91	384.30	1372.50
61	37.21	143.26	390.71	1395.38
62	37.82	145.61	397.11	1418.25
63	38.43	147.96	403.52	1441.13
64	39.04	150.30	409.92	1464.00
65	39.65	152.65	416.33	1486.88
67	40.87	157.35	429.14	1532.63
68	41.48	159.70	435.54	1555.50
69	42.09	162.05	441.95	1578.38
70	42.70	164.40	448.35	1601.25
71	43.31	166.74	454.76	1624.13
72	43.92	169.09	461.16	1647.00

	Daily	RIVER PERMIT		
Vessel Length	Tariff Rate 0.61/ft/day	DOES	NOT	APPLY
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	Daily	OUTER HARBOR PERMIT		
Vessel Length	Full Rate 1.21/ft/day	DOES	NOT	APPLY
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	Daily	OUTER HARBOR PERMIT		
Vessel Length	Full Rate 1.21/ft/day	Daily 0.75	Weekly 0.65	Monthly 0.55
73	88.33	66.25	401.90	1457.45
74	89.54	67.16	407.41	1477.41
75	90.75	68.06	412.91	1497.38
76	91.96	68.97	418.42	1517.34
77	93.17	69.88	423.92	1537.31
78	94.38	70.79	429.43	1557.27
79	95.59	71.69	434.93	1577.24
80	96.80	72.60	440.44	1597.20
81	98.01	73.51	445.95	1617.17
82	99.22	74.42	451.45	1637.13
83	100.43	75.32	456.96	1657.10
84	101.64	76.23	462.46	1677.06
85	102.85	77.14	467.97	1697.03
86	104.06	78.05	473.47	1716.99
86	104.06	78.05	473.47	1716.99
88	106.48	79.86	484.48	1756.92
90	108.90	81.68	495.50	1796.85
91	110.11	82.58	501.00	1816.82
92	111.32	83.49	506.51	1836.78

2019 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.75	0.55	0.45
93	112.53	590.78	1856.75	7595.78
94	113.74	597.14	1876.71	7677.45
95	114.95	603.49	1896.68	7759.13
100	121.00	635.25	1996.50	8167.50
101	122.21	641.60	2016.47	8249.18
102	123.42	647.96	2036.43	8330.85
103	124.63	654.31	2056.40	8412.53
104	125.84	660.66	2076.36	8494.20
105	127.05	667.01	2096.33	8575.88
106	128.26	673.37	2116.29	8657.55
107	129.47	679.72	2136.26	8739.23
108	130.68	686.07	2156.22	8820.90
109	131.89	692.42	2176.19	8902.58
110	133.10	698.78	2196.15	8984.25
115	139.15	730.54	2295.98	9392.63
120	145.20	762.30	2395.80	9801.00
125	151.25	794.06	2495.63	10209.38

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.85	0.65	0.55
126	152.46	907.14	2972.97	12577.95
130	157.30	935.94	3067.35	12977.25
135	163.35	971.93	3185.33	13476.38
138	166.98	993.53	3256.11	13775.85
139	168.19	1000.73	3279.71	13875.68
140	169.40	1007.93	3303.30	13975.50
141	170.61	1015.13	3326.90	14075.33
142	171.82	1022.33	3350.49	14175.15
143	173.03	1029.53	3374.09	14274.98
144	174.24	1036.73	3397.68	14374.80
145	175.45	1043.93	3421.28	14474.63
146	176.66	1051.13	3444.87	14574.45
147	177.87	1058.33	3468.47	14674.28
148	179.08	1065.53	3492.06	14774.10
149	180.29	1072.73	3515.66	14873.93
150	181.50	1079.93	3539.25	14973.75
151	182.71	1087.12	3562.85	15073.58
152	183.92	1094.32	3586.44	15173.40
153	185.13	1101.52	3610.04	15273.23
154	186.34	1108.72	3633.63	15373.05

	Daily	RIVER PERMIT		
Vessel	Tariff Rate			
Length	0.61/ft/day	DOES	NOT	APPLY
93				
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	Daily	RIVER PERMIT		
Vessel	Tariff Rate			
Length	0.61/ft/day	DOES	NOT	APPLY
138				
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	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.21/ft/day	0.75	0.65	0.55
93	112.53	84.40	512.01	1856.75
94	113.74	85.31	517.52	1876.71
95	114.95	86.21	523.02	1896.68
100	121.00	90.75	550.55	1996.50
101	122.21	91.66	556.06	2016.47
102	123.42	92.57	561.56	2036.43
103	124.63	93.47	567.07	2056.40
104	125.84	94.38	572.57	2076.36
105	127.05	95.29	578.08	2096.33
106	128.26	96.20	583.58	2116.29
107	129.47	97.10	589.09	2136.26
108	130.68	98.01	594.59	2156.22
109	131.89	98.92	600.10	2176.19
110	133.10	99.83	605.61	2196.15
115	139.15	104.36	633.13	2295.98
120	145.20	108.90	660.66	2395.80
125	151.25	113.44	688.19	2495.63

	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.21/ft/day	0.75	0.65	0.55
126	152.46	114.35	693.69	2515.59
130	157.30	117.98	715.72	2595.45
135	163.35	122.51	743.24	2695.28
138	166.98	125.24	759.76	2755.17
139	168.19	126.14	765.26	2775.14
140	169.40	127.05	770.77	2795.10
141	170.61	127.96	776.28	2815.07
142	171.82	128.87	781.78	2835.03
143	173.03	129.77	787.29	2855.00
144	174.24	130.68	792.79	2874.96
145	175.45	131.59	798.30	2894.93
146	176.66	132.50	803.80	2914.89
147	177.87	133.40	809.31	2934.86
148	179.08	134.31	814.81	2954.82
149	180.29	135.22	820.32	2974.79
150	181.50	136.13	825.83	2994.75
151	182.71	137.03	831.33	3014.72
152	183.92	137.94	836.84	3034.68
153	185.13	138.85	842.34	3054.65
154	186.34	139.76	847.85	3074.61

2019 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.85	0.65	0.55
155	187.55	1115.92	3657.23	15472.88
156	188.76	1123.12	3680.82	15572.70
157	189.97	1130.32	3704.42	15672.53
158	191.18	1137.52	3728.01	15772.35
159	192.39	1144.72	3751.61	15872.18
160	193.60	1151.92	3775.20	15972.00
161	194.81	1159.12	3798.80	16071.83
162	196.02	1166.32	3822.39	16171.65
163	197.23	1173.52	3845.99	16271.48
164	198.44	1180.72	3869.58	16371.30
165	199.65	1187.92	3893.18	16471.13
170	205.70	1223.92	4011.15	16970.25
175	211.75	1259.91	4129.13	17469.38

	Daily	RIVER PERMIT		
Vessel	Tariff Rate			
Length	0.61/ft/day	DOES	NOT	APPLY
155				
156				
157				
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164				
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170				
175				

	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.21/ft/day	0.75	0.65	0.55
155	187.55	140.66	853.35	3094.58
156	188.76	141.57	858.86	3114.54
157	189.97	142.48	864.36	3134.51
158	191.18	143.39	869.87	3154.47
159	192.39	144.29	875.37	3174.44
160	193.60	145.20	880.88	3194.40
161	194.81	146.11	886.39	3214.37
162	196.02	147.02	891.89	3234.33
163	197.23	147.92	897.40	3254.30
164	198.44	148.83	902.90	3274.26
165	199.65	149.74	908.41	3294.23
170	205.70	154.28	935.94	3394.05
175	211.75	158.81	963.46	3493.88

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.90	0.75	0.65
180	217.80	1372.14	4900.50	21235.50
185	223.85	1410.26	5036.63	21825.38
190	229.90	1448.37	5172.75	22415.25
200	242.00	1524.60	5445.00	23595.00

	Daily	RIVER PERMIT		
Vessel	Tariff Rate			
Length	0.61/ft/day	DOES	NOT	APPLY
180				
185				
190				
200				

	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.21/ft/day	0.85	0.75	0.65
180	217.80	185.13	1143.45	4247.10
185	223.85	190.27	1175.21	4365.08
190	229.90	195.42	1206.98	4483.05
200	242.00	205.70	1270.50	4719.00

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.85/ft/day	0.90	0.75	0.65
201	371.85	2342.66	8366.63	36255.38
205	379.25	2389.28	8533.13	36976.88
210	388.50	2447.55	8741.25	37878.75
215	397.75	2505.83	8949.38	38780.63
220	407.00	2564.10	9157.50	39682.50
225	416.25	2622.38	9365.63	40584.38
230	425.50	2680.65	9573.75	41486.25
240	444.00	2797.20	9990.00	43290.00
245	453.25	2855.48	10198.13	44191.88
250	462.50	2913.75	10406.25	45093.75
260	481.00	3030.30	10822.50	46897.50
265	490.25	3088.58	11030.63	47799.38
270	499.50	3146.85	11238.75	48701.25
300	555.00	3496.50	12487.50	54112.50

	Daily	RIVER PERMIT		
Vessel	Tariff Rate			
Length	0.61/ft/day	DOES	NOT	APPLY
201				
205				
210				
215				
220				
225				
230				
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245				
250				
260				
265				
270				
300				

	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.85/ft/day	0.85	0.75	0.65
201	371.85	316.07	1952.21	7251.08
205	379.25	322.36	1991.06	7395.38
210	388.50	330.23	2039.63	7575.75
215	397.75	338.09	2088.19	7756.13
220	407.00	345.95	2136.75	7936.50
225	416.25	353.81	2185.31	8116.88
230	425.50	361.68	2233.88	8297.25
240	444.00	377.40	2331.00	8658.00
245	453.25	385.26	2379.56	8838.38
250	462.50	393.13	2428.13	9018.75
260	481.00	408.85	2525.25	9379.50
270	499.50	424.58	2622.38	9740.25
280	518.00	440.30	2719.50	10101.00
300	555.00	471.75	2913.75	10822.50

"Proposed" 2020 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly Flat	Monthly Flat	Season Flat
10	12.10	91.00	273.00	789.00
12	14.52	"	"	"
16	19.36	"	"	"
17	20.57	"	"	"
18	21.78	"	"	"
20	24.20	"	"	"
21	25.41	"	"	"
22	26.62	"	"	"
24	29.04	"	"	"
25	30.25	"	"	"
26	31.46	"	"	"
27	32.67	"	"	"
28	33.88	"	"	"
29	35.09	"	"	"
30	36.30	"	"	"
31	37.51	"	"	"
32	38.72	"	"	"

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly 0.42	Monthly 0.27	Season 0.17
33	39.93	117.39	323.43	1,018.22
34	41.14	120.95	333.23	1,049.07
35	42.35	124.51	343.04	1,079.93
36	43.56	128.07	352.84	1,110.78
37	44.77	131.62	362.64	1,141.64
38	45.98	135.18	372.44	1,172.49
39	47.19	138.74	382.24	1,203.35
40	48.40	142.30	392.04	1,234.20
41	49.61	145.85	401.84	1,265.06
42	50.82	149.41	411.64	1,295.91
43	52.03	152.97	421.44	1,326.77
44	53.24	156.53	431.24	1,357.62
45	54.45	160.08	441.05	1,388.48
46	55.66	163.64	450.85	1,419.33
47	56.87	167.20	460.65	1,450.19
48	58.08	170.76	470.45	1,481.04
49	59.29	174.31	480.25	1,511.90
50	60.50	177.87	490.05	1,542.75
51	61.71	181.43	499.85	1,573.61
52	62.92	184.98	509.65	1,604.46

	Daily	RIVER PERMIT-INCR. 50 TO 70%		
Vessel Length	Tariff Rate .85/ft/day	Weekly Flat	Monthly Flat	Season Flat
10	8.50	63.70	191.10	552.30
12	10.20	"	"	"
16	13.60	"	"	"
17	14.45	"	"	"
18	15.30	"	"	"
20	17.00	"	"	"
21	17.85	"	"	"
22	18.70	"	"	"
24	20.40	"	"	"
25	21.25	"	"	"
26	22.10	"	"	"
27	22.95	"	"	"
28	23.80	"	"	"
29	24.65	"	"	"
30	25.50	"	"	"
31	26.35	"	"	"
32	27.20	"	"	"

	Daily	RIVER PERMIT-INCR. 50 TO 70%		
Vessel Length	Tariff Rate .85/ft/day	Weekly 0.42	Monthly 0.27	Season 0.17
33	28.05	82.47	227.21	715.28
34	28.90	84.97	234.09	736.95
35	29.75	87.47	240.98	758.63
36	30.60	89.96	247.86	780.30
37	31.45	92.46	254.75	801.98
38	32.30	94.96	261.63	823.65
39	33.15	97.46	268.52	845.33
40	34.00	99.96	275.40	867.00
41	34.85	102.46	282.29	888.68
42	35.70	104.96	289.17	910.35
43	36.55	107.46	296.06	932.03
44	37.40	109.96	302.94	953.70
45	38.25	112.46	309.83	975.38
46	39.10	114.95	316.71	997.05
47	39.95	117.45	323.60	1,018.73
48	40.80	119.95	330.48	1,040.40
49	41.65	122.45	337.37	1,062.08
50	42.50	124.95	344.25	1,083.75
51	43.35	127.45	351.14	1,105.43
52	44.20	129.95	358.02	1,127.10

	Daily	OUTER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	DOES	NOT	APPLY
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	Daily	OUTER HARBOR PERMIT		
Vessel Length	Full Rate 1.21/ft/day	DOES	NOT	APPLY
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"Proposed" 2020 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.57	0.37	0.27
53	64.13	255.88	711.84	2,597.27
54	65.34	260.71	725.27	2,646.27
55	66.55	265.53	738.71	2,695.28
56	67.76	270.36	752.14	2,744.28
57	68.97	275.19	765.57	2,793.29
58	70.18	280.02	779.00	2,842.29
59	71.39	284.85	792.43	2,891.30
60	72.60	289.67	805.86	2,940.30
61	73.81	294.50	819.29	2,989.31
62	75.02	299.33	832.72	3,038.31
63	76.23	304.16	846.15	3,087.32
64	77.44	308.99	859.58	3,136.32
65	78.65	313.81	873.02	3,185.33
67	81.07	323.47	899.88	3,283.34
68	82.28	328.30	913.31	3,332.34
69	83.49	333.13	926.74	3,381.35
70	84.70	337.95	940.17	3,430.35
71	85.91	342.78	953.60	3,479.36
72	87.12	347.61	967.03	3,528.36

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.67	0.47	0.37
73	88.33	414.27	1,245.45	4,902.32
74	89.54	419.94	1,262.51	4,969.47
75	90.75	425.62	1,279.58	5,036.63
76	91.96	431.29	1,296.64	5,103.78
77	93.17	436.97	1,313.70	5,170.94
78	94.38	442.64	1,330.76	5,238.09
79	95.59	448.32	1,347.82	5,305.25
80	96.80	453.99	1,364.88	5,372.40
81	98.01	459.67	1,381.94	5,439.56
82	99.22	465.34	1,399.00	5,506.71
83	100.43	471.02	1,416.06	5,573.87
84	101.64	476.69	1,433.12	5,641.02
85	102.85	482.37	1,450.19	5,708.18
86	104.06	488.04	1,467.25	5,775.33
87	105.27	493.72	1,484.31	5,842.49
89	107.69	505.07	1,518.43	5,976.80
90	108.90	510.74	1,535.49	6,043.95
91	110.11	516.42	1,552.55	6,111.11
92	111.32	522.09	1,569.61	6,178.26

	Daily	RIVER PERMIT-INCR. 50 TO 70%		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	.85/ft/day	0.57	0.37	0.27
53	45.05	179.75	500.06	1,824.53
54	45.90	183.14	509.49	1,858.95
55	46.75	186.53	518.93	1,893.38
56	47.60	189.92	528.36	1,927.80
57	48.45	193.32	537.80	1,962.23
58	49.30	196.71	547.23	1,996.65
59	50.15	200.10	556.67	2,031.08
60	51.00	203.49	566.10	2,065.50
61	51.85	206.88	575.54	2,099.93
62	52.70	210.27	584.97	2,134.35
63	53.55	213.66	594.41	2,168.78
64	54.40	217.06	603.84	2,203.20
65	55.25	220.45	613.28	2,237.63
67	56.95	227.23	632.15	2,306.48
68	57.80	230.62	641.58	2,340.90
69	58.65	234.01	651.02	2,375.33
70	59.50	237.41	660.45	2,409.75
71	60.35	240.80	669.89	2,444.18
72	61.20	244.19	679.32	2,478.60

	Daily	RIVER PERMIT		
Vessel	Tariff Rate	DOES	NOT	APPLY
Length				
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	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate			
Length	1.21/ft/day	DOES	NOT	APPLY
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	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.21/ft/day	0.75	0.65	0.55
73	88.33	66.25	401.90	1,457.45
74	89.54	67.16	407.41	1,477.41
75	90.75	68.06	412.91	1,497.38
76	91.96	68.97	418.42	1,517.34
77	93.17	69.88	423.92	1,537.31
78	94.38	70.79	429.43	1,557.27
79	95.59	71.69	434.93	1,577.24
80	96.80	72.60	440.44	1,597.20
81	98.01	73.51	445.95	1,617.17
82	99.22	74.42	451.45	1,637.13
83	100.43	75.32	456.96	1,657.10
84	101.64	76.23	462.46	1,677.06
85	102.85	77.14	467.97	1,697.03
86	104.06	78.05	473.47	1,716.99
86	104.06	78.05	473.47	1,716.99
88	106.48	79.86	484.48	1,756.92
90	108.90	81.68	495.50	1,796.85
91	110.11	82.58	501.00	1,816.82
92	111.32	83.49	506.51	1,836.78

"Proposed" 2020 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.77	0.57	0.47
93	112.53	606.54	1,924.26	7,933.37
94	113.74	613.06	1,944.95	8,018.67
95	114.95	619.58	1,965.65	8,103.98
100	121.00	652.19	2,069.10	8,530.50
101	122.21	658.71	2,089.79	8,615.81
102	123.42	665.23	2,110.48	8,701.11
103	124.63	671.76	2,131.17	8,786.42
104	125.84	678.28	2,151.86	8,871.72
105	127.05	684.80	2,172.56	8,957.03
106	128.26	691.32	2,193.25	9,042.33
107	129.47	697.84	2,213.94	9,127.64
108	130.68	704.37	2,234.63	9,212.94
109	131.89	710.89	2,255.32	9,298.25
110	133.10	717.41	2,276.01	9,383.55
115	139.15	750.02	2,379.47	9,810.08
120	145.20	782.63	2,482.92	10,236.60
125	151.25	815.24	2,586.38	10,663.13

	Daily	INNER HARBOR PERMIT		
Vessel	Tariff Rate	Weekly	Monthly	Season
Length	1.21/ft/day	0.87	0.67	0.57
126	152.46	928.48	3,064.45	13,035.33
130	157.30	957.96	3,161.73	13,449.15
135	163.35	994.80	3,283.34	13,966.43
138	166.98	1,016.91	3,356.30	14,276.79
139	168.19	1,024.28	3,380.62	14,380.25
140	169.40	1,031.65	3,404.94	14,483.70
141	170.61	1,039.01	3,429.26	14,587.16
142	171.82	1,046.38	3,453.58	14,690.61
143	173.03	1,053.75	3,477.90	14,794.07
144	174.24	1,061.12	3,502.22	14,897.52
145	175.45	1,068.49	3,526.55	15,000.98
146	176.66	1,075.86	3,550.87	15,104.43
147	177.87	1,083.23	3,575.19	15,207.89
148	179.08	1,090.60	3,599.51	15,311.34
149	180.29	1,097.97	3,623.83	15,414.80
150	181.50	1,105.34	3,648.15	15,518.25
151	182.71	1,112.70	3,672.47	15,621.71
152	183.92	1,120.07	3,696.79	15,725.16
153	185.13	1,127.44	3,721.11	15,828.62
154	186.34	1,134.81	3,745.43	15,932.07

	Daily	RIVER PERMIT		
Vessel	Tariff Rate	DOES	NOT	APPLY
Length				
93				
94				
98				
100				
101				
102				
103				
104				
105				
106				
107				
108				
109				
110				
115				
120				
125				

	Daily	RIVER PERMIT		
Vessel	Tariff Rate	DOES	NOT	APPLY
Length	0.61/ft/day			
138				
139				
140				
141				
142				
143				
144				
145				
146				
147				
148				
149				
150				
151				
152				
153				
154				

	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.21/ft/day	0.75	0.65	0.55
93	112.53	84.40	512.01	1,856.75
94	113.74	85.31	517.52	1,876.71
95	114.95	86.21	523.02	1,896.68
100	121.00	90.75	550.55	1,996.50
101	122.21	91.66	556.06	2,016.47
102	123.42	92.57	561.56	2,036.43
103	124.63	93.47	567.07	2,056.40
104	125.84	94.38	572.57	2,076.36
105	127.05	95.29	578.08	2,096.33
106	128.26	96.20	583.58	2,116.29
107	129.47	97.10	589.09	2,136.26
108	130.68	98.01	594.59	2,156.22
109	131.89	98.92	600.10	2,176.19
110	133.10	99.83	605.61	2,196.15
115	139.15	104.36	633.13	2,295.98
120	145.20	108.90	660.66	2,395.80
125	151.25	113.44	688.19	2,495.63

	Daily	OUTER HARBOR PERMIT		
Vessel	Full Rate	Daily	Weekly	Monthly
Length	1.21/ft/day	0.75	0.65	0.55
126	152.46	114.35	693.69	2,515.59
130	157.30	117.98	715.72	2,595.45
135	163.35	122.51	743.24	2,695.28
138	166.98	125.24	759.76	2,755.17
139	168.19	126.14	765.26	2,775.14
140	169.40	127.05	770.77	2,795.10
141	170.61	127.96	776.28	2,815.07
142	171.82	128.87	781.78	2,835.03
143	173.03	129.77	787.29	2,855.00
144	174.24	130.68	792.79	2,874.96
145	175.45	131.59	798.30	2,894.93
146	176.66	132.50	803.80	2,914.89
147	177.87	133.40	809.31	2,934.86
148	179.08	134.31	814.81	2,954.82
149	180.29	135.22	820.32	2,974.79
150	181.50	136.13	825.83	2,994.75
151	182.71	137.03	831.33	3,014.72
152	183.92	137.94	836.84	3,034.68
153	185.13	138.85	842.34	3,054.65
154	186.34	139.76	847.85	3,074.61

"Proposed" 2020 Docking Permit Rates

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly 0.87	Monthly 0.67	Season 0.57
155	187.55	1,142.18	3,769.76	16,035.53
156	188.76	1,149.55	3,794.08	16,138.98
157	189.97	1,156.92	3,818.40	16,242.44
158	191.18	1,164.29	3,842.72	16,345.89
159	192.39	1,171.66	3,867.04	16,449.35
160	193.60	1,179.02	3,891.36	16,552.80
161	194.81	1,186.39	3,915.68	16,656.26
162	196.02	1,193.76	3,940.00	16,759.71
163	197.23	1,201.13	3,964.32	16,863.17
164	198.44	1,208.50	3,988.64	16,966.62
165	199.65	1,215.87	4,012.97	17,070.08
170	205.70	1,252.71	4,134.57	17,587.35
175	211.75	1,289.56	4,256.18	18,104.63

	Daily	RIVER PERMIT		
Vessel Length	Tariff Rate 0.61/ft/day	DOES	NOT	APPLY
155				
156				
157				
158				
159				
160				
161				
162				
163				
164				
165				
170				
175				

	Daily	OUTER HARBOR PERMIT		
Vessel Length	Full Rate 1.21/ft/day	Daily 0.75	Weekly 0.65	Monthly 0.55
155	187.55	140.66	853.35	3,094.58
156	188.76	141.57	858.86	3,114.54
157	189.97	142.48	864.36	3,134.51
158	191.18	143.39	869.87	3,154.47
159	192.39	144.29	875.37	3,174.44
160	193.60	145.20	880.88	3,194.40
161	194.81	146.11	886.39	3,214.37
162	196.02	147.02	891.89	3,234.33
163	197.23	147.92	897.40	3,254.30
164	198.44	148.83	902.90	3,274.26
165	199.65	149.74	908.41	3,294.23
170	205.70	154.28	935.94	3,394.05
175	211.75	158.81	963.46	3,493.88

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.21/ft/day	Weekly 0.92	Monthly 0.77	Season 0.67
180	217.80	1,402.63	5,031.18	21,562.20
185	223.85	1,441.59	5,170.94	22,161.15
190	229.90	1,480.56	5,310.69	22,760.10
200	242.00	1,558.48	5,590.20	23,958.00

	Daily	RIVER PERMIT		
Vessel Length	Tariff Rate 0.61/ft/day	DOES	NOT	APPLY
180				
185				
190				
200				

	Daily	OUTER HARBOR PERMIT		
Vessel Length	Full Rate 1.21/ft/day	Daily 0.85	Weekly 0.75	Monthly 0.65
180	217.80	185.13	1,143.45	4,247.10
185	223.85	190.27	1,175.21	4,365.08
190	229.90	195.42	1,206.98	4,483.05
200	242.00	205.70	1,270.50	4,719.00

	Daily	INNER HARBOR PERMIT		
Vessel Length	Tariff Rate 1.85/ft/day	Weekly 0.90	Monthly 0.75	Season 0.65
201	371.85	2,342.66	8,366.63	36,255.38
205	379.25	2,389.28	8,533.13	36,976.88
210	388.50	2,447.55	8,741.25	37,878.75
215	397.75	2,505.83	8,949.38	38,780.63
220	407.00	2,564.10	9,157.50	39,682.50
225	416.25	2,622.38	9,365.63	40,584.38
230	425.50	2,680.65	9,573.75	41,486.25
240	444.00	2,797.20	9,990.00	43,290.00
245	453.25	2,855.48	10,198.13	44,191.88
250	462.50	2,913.75	10,406.25	45,093.75
260	481.00	3,030.30	10,822.50	46,897.50
265	490.25	3,088.58	11,030.63	47,799.38
270	499.50	3,146.85	11,238.75	48,701.25
300	555.00	3,496.50	12,487.50	54,112.50

	Daily	RIVER PERMIT		
Vessel Length	Tariff Rate 0.61/ft/day	DOES	NOT	APPLY
201				
205				
210				
215				
220				
225				
230				
241				
245				
250				
260				
265				
270				
300				

	Daily	OUTER HARBOR PERMIT		
Vessel Length	Full Rate 1.85/ft/day	Daily 0.85	Weekly 0.75	Monthly 0.65
201	371.85	316.07	1,952.21	7,251.08
205	379.25	322.36	1,991.06	7,395.38
210	388.50	330.23	2,039.63	7,575.75
215	397.75	338.09	2,088.19	7,756.13
220	407.00	345.95	2,136.75	7,936.50
225	416.25	353.81	2,185.31	8,116.88
230	425.50	361.68	2,233.88	8,297.25
240	444.00	377.40	2,331.00	8,658.00
245	453.25	385.26	2,379.56	8,838.38
250	462.50	393.13	2,428.13	9,018.75
260	481.00	408.85	2,525.25	9,379.50
270	499.50	424.58	2,622.38	9,740.25
280	518.00	440.30	2,719.50	10,101.00
300	555.00	471.75	2,913.75	10,822.50

NOME INNER HARBOR HOMEPORTED FLEET

TYPE	2012	2013	2014	2015	2016	2017	2018	2019
DREDGES & SUPPORT	128	113	120	109	85	60	64	68
FISHING	24	19	27	21	22	20	24	26
RESEARCH	2	2	2	2	1		1	2
SAILBOATS	20	22	13	15	14	26	3	11
TUGS	1	1	1	1	1	1	2	2
<i>HARBOR DREDGE</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>
Total HP Fleet	176	158	164	149	124	108	95	110

Port:	Dockage:	Charter/Other Fee(s):	Port Development:	Port Maintenance:	Lightering Fee:	Marine PAX Fee:
Anchorage						\$0
Cordova						\$2.00/PAX
Haines	000' to 149' - \$2.50 150' to 199' - \$2.69 200' to 299' - \$2.94 300' to 399' - \$3.25 400' to 499' - \$3.63 500' to 599' - \$4.13 600' to 699' - \$4.50 700' & UP - \$4.75	Vehicle Parking Permit: \$25 per vehicle			Cruise Ship Lightering: Flat Fee - \$500 Commercial Dockage: \$30 min. or .50/PAX, whichever greater	\$0
Juneau	Flat Rate - \$3.00	Vehicle Loading Fee: \$400 permit plus \$9 per passenger seat	\$3.00/Arriving PAX	\$0.055/net vessel ton Includes docking and lightering operations	Flat Fee - \$600 Plus Port Maint. Fee	\$5.00/Arriving PAX
Ketchikan	100' to 149' - \$0.63 150' to 199' - \$0.74 200' to 299' - \$0.92 300' to 399' - \$1.21 400' to 499' - \$1.45 500' to 599' - \$1.94 600' to 699' - \$2.23 700' & UP - \$2.54	Vessel Loading Zone: \$2.50 per ft/month \$1.25 per ft/month - (>4' beam/non-motorized)	Per Foot: 102' to 499' - \$1.25 500' & UP - \$1.90		Flat Fee - \$280 Plus \$6.00/PAX	\$7.00/PAX (City) \$4.00/PAX (Private) (2021/2022 increase to PAX fees) \$9.00 (City), \$6.00 (Private Owned) \$6.00/PAX lightered to any location
Kotzebue						\$0
Nome	200' or Less -1.21/ft/day Over 200' - \$1.85/ft/day	Docking Permit plus Insurance.	\$.50/PAX Facility Fee		Daily Dockage for tender(s) based on offshore vessels total length.	\$1.50/PAX
Petersburg	Harbor Moorage Rate \$.65/ft	\$250 fee for use of the harbor			Flat Fee - \$375	\$5.00/PAX
Seward			\$9.70/PAX (service fee)			\$1.80/PAX

Sitka		Charter Business: \$400 yearly fee if using lightering float			Flat Fee \$1,145.87	\$0
Skagway	Docking at Ferry Float Max Vessel Size - 220' Flat fee - \$200	Harbor Commerical Vessel Fee: \$.96/PAX/per way \$1.92 round trip				\$0
Valdez					Harbor - \$1.00/PAX on transient tour boats - Embark and Disemabrk.	\$1.00/PAX/Trip
Whittier						\$0
Wrangell	120' to 499' - \$1.44 500' & UP - \$2.28		Per Foot: 120' to 499' - \$1.44 500' & UP - \$2.24			\$0

Western Alaskan Ports
Tariff Comparison Worksheet

Updated Rates		Anchorage		Bethel		Dillingham		Dutch Harbor		Bristol Bay		Nome	
		Tariff No. 8.2	06/12/18	Tariff No. 5	06/01/17	Tariff No. 1	04/13/17	Tariff 8	07/01/19	Ord 2019-02 #33	03/05/19	Tariff No. 15	03/25/19
Commodity/Service	Quantity	Rate	Amount	Rate	Amount	Rate	Amount	Rate	Amount	Rate	Amount	Rate	Amount
Gen.Cargo. Inbound	500 Tons	\$7.30/ton	\$ 3,650.00	11.94/ton	\$ 5,970.00	\$0.41/CWT *	\$ 4,100.00	\$4.93/ton	\$ 2,465.00	\$0.57/CWT*	\$ 5,700.00	\$11.55/ton	\$ 5,775.00
Bulk Fuel, Inbound	50,000 gallons	\$4.87/bbl*	\$ 5,797.62	\$0.06/gal	\$ 3,000.00	\$.036/gal	\$ 1,800.00	\$0.017/gal	\$ 1,000.00	\$0.092/gal	\$ 4,600.00	\$0.035/gal	\$ 1,750.00
Gravel, -3 inches	5,000 tons	\$1.22/ton	\$ 6,100.00	\$2.32/ton	\$ 11,600.00	\$1.50/ton *	\$ 7,500.00	Not specified	\$ -	\$2.04/yd3 *	\$ 7,417.44	\$1.94/ton	\$ 9,700.00
Rock, +3 inches	5,000 tons	Same as -3"	\$ -	\$11.49/ton*	\$ 57,450.00	Same as -3"	\$ -	Not specified	\$ -	Same as -3"	\$ -	Same as -3"	\$ -
Dockage, 24 hours	250' @ 2000 GRT	201'-300'/24 hrs*	\$ 995.00	226'-250'/24 hrs*	\$ 440.90	\$.56/GRT 24 hrs*	\$ 1,120.00	\$503.87/per 12 hrs	\$ 1,007.74	\$0.81/gross ton/per 24 hrs*	\$ 1,620.00	\$1.82/ft 24 hrs	\$ 455.00
Line Handling	300' + vessel	Not Provided*	\$ -	Not provided*	\$ -	Not provided*	\$ -	Not Provided*	\$ -	Not Provided*	\$ -	1030.84/visit	\$ 1,030.84
Summer Moorage Fee	vessel under 32'	Not specified	\$ -	\$26/ ft*	\$ 832.00	Flat Rate	\$ 320.00	Flat Rate*	\$ 527.70	Flat Rate (Fishing Only)	\$ 250.00	Flat Rate-up to 32'	\$ 788.29
Summer Moorage Fee	55' vessel	Not specified	\$ -	\$26/ ft*	\$ 1,430.00	\$10/ft for season	\$ 550.00	\$49.30/ft season	\$ 2,711.50	Not specified	\$ -	Vessels <52' to 62'	\$ 1,575.00
Winter Season IV	55' vessel (1200 sf)	Not specified	\$ -	\$0.34/SqFt/Mo	\$ 2,856.00	\$0.34/SqFt/Mo	\$ 1,890.00	Not specified	\$ -	\$1,155/month	\$ 7,385.00	Vessels <52' to 62'	\$ 1,260.00
Fresh Water	1000 gallons	Flat Rate*	\$ 90.00	\$150 + .20/gal *	\$ 350.00	Flat Rate*	\$ 50.00	Flat Rate*	\$ 62.71	Flat Rate *	\$ 77.70	Flat rate*	\$181.91
4 Weeks Storage*	2400 square Feet	\$.128/SqFt Mthly*	\$ 307.20	\$0.38/SqFt S-Mthly*	\$ 912.00	\$45/100 SqFt/mo*	\$ 1,080.00	\$0.43/SqFt/mo	\$ 1,032.00	40'x60' lot/month*	\$ 611.00	\$0.06/SqFt wkly*	\$ 576.00
Refuse	Dumpster	Private		4 yard dumpster	\$ 137.00	1.5 yard dumpster	\$ 15.00	5 yard dumpster	\$ 101.94	Not specified		1.5 yard dumpster	\$ 42.45

Increase since previous comparison

Anchorage*

- Bulk Fuel Inbound Rate is a charge per barrel (42 gals) vs. a per gallon charge indicating a very high volume of product per transfer at a very high rate.
- Dockage 24 hour flat rate based on vessel length per tariff chart.
- Line handling Tariff specifically states this service is not provided.
- Fresh Water Rate includes hook-up and disconnect of up to 100' of water hose for first 1000 gallons. \$5.40 for each additional 1000 gallons or fraction thereof.
- Storage Tariff description is "transit cargo" storage, implying a short term expectation.

Bethel*

- Gravel/Rock Bethel is the only port that has a different rate for +3" material. Verified increased rate. Due to dock damage caused by armor rock.
- Dockage Flat rate based on vessel length per tariff chart. Rate is for 24 hours, but a 12 hour minimum is allowed. (increases by 5% in 2020)
- Line Handling Tariff specifically states this service is not provided.
- Docking Permit Winter rate in slough is \$0.10/SqFt per month
- Fresh Water Tariff charges \$140.00 hook-up fee and \$0.19/gallon up to any amount.
- Storage Rate is charged semi-monthly during the summer season and montly during the winter.

Western Alaskan Ports

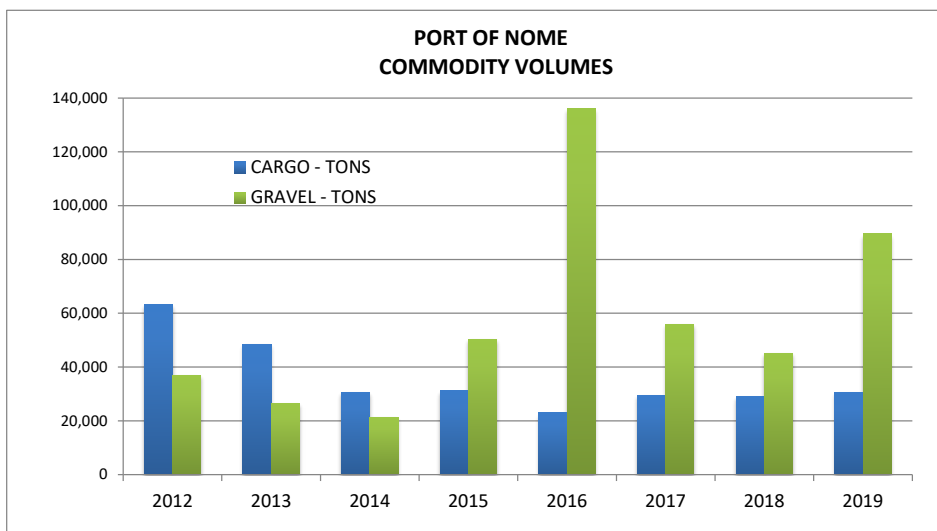
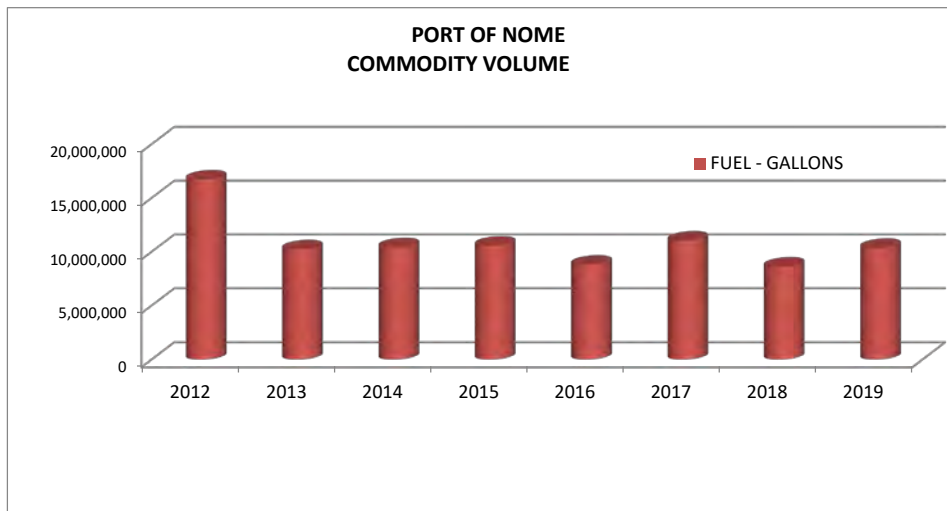
Tariff Comparison Worksheet

Dillingham*		
General C argo	Used tariff rate for TEU containers. Tariff also provides for an additional \$0.076/CWT for handling not included in this comparison chart.	
Gravel	Changed to being rated by ton without handling charge.	
Dockage	24 hour flat rate based on vessel Gross Registered Tonnage per tariff chart	
Line Handling	Tariff specifically states this service is not provided.	
Fresh Water	Flat rate for first 1000 gallons. Additonal \$4.00 per each additional 100 gallons.	
Storage	Rate assessed monthly during working and off seasons	
Dutch Harbor*		
Dockage	Flat rate based on vessel length per tariff chart per 24 hour period	
Docking Permit	Calculated at monthly rate x 5 months in summer season	
Line Handling	Tariff specifically states this service is not provided.	
Fresh Water	Rate includes hook-up and first 1000 gallons. \$7.38 for each additional 1000 gallons or fraction thereof.	
Bristol Bay*		
General Cargo	Used Freight NOS rate in Tariff. Tariff also includes \$0.96/CWT for handling not included in this chart.	
Gravel	Rated per cubic yard (yd3). Calculated volume using estimated 2750 lbs (internet search) per yd3. No additional charge for handling.	
Dockage	24 hour flat rate based on vessel Gross Registered Tonnage per tariff chart. Common Carriers allowed 24 hours per permit (2 tides).	
Line Handling	Not provided by tariff personnel and must be arranged by agents with local providers.	
Fresh Water	Flat rate for first 1000 gallons. \$14.70 per each additional 1000 gallons or fraction thereof.	
Storage	Except for the 40'x60' lot, Tariff rates storage by CWT.	
Nome*		
Fresh Water	Flat rate for first 1000 gallons. \$0.06/gallon on next 1001-9999 gallons. \$0.04/gallon on 10000+.	

**PORT OF NOME VESSEL CALLS
COMMODITY VOLUMES**

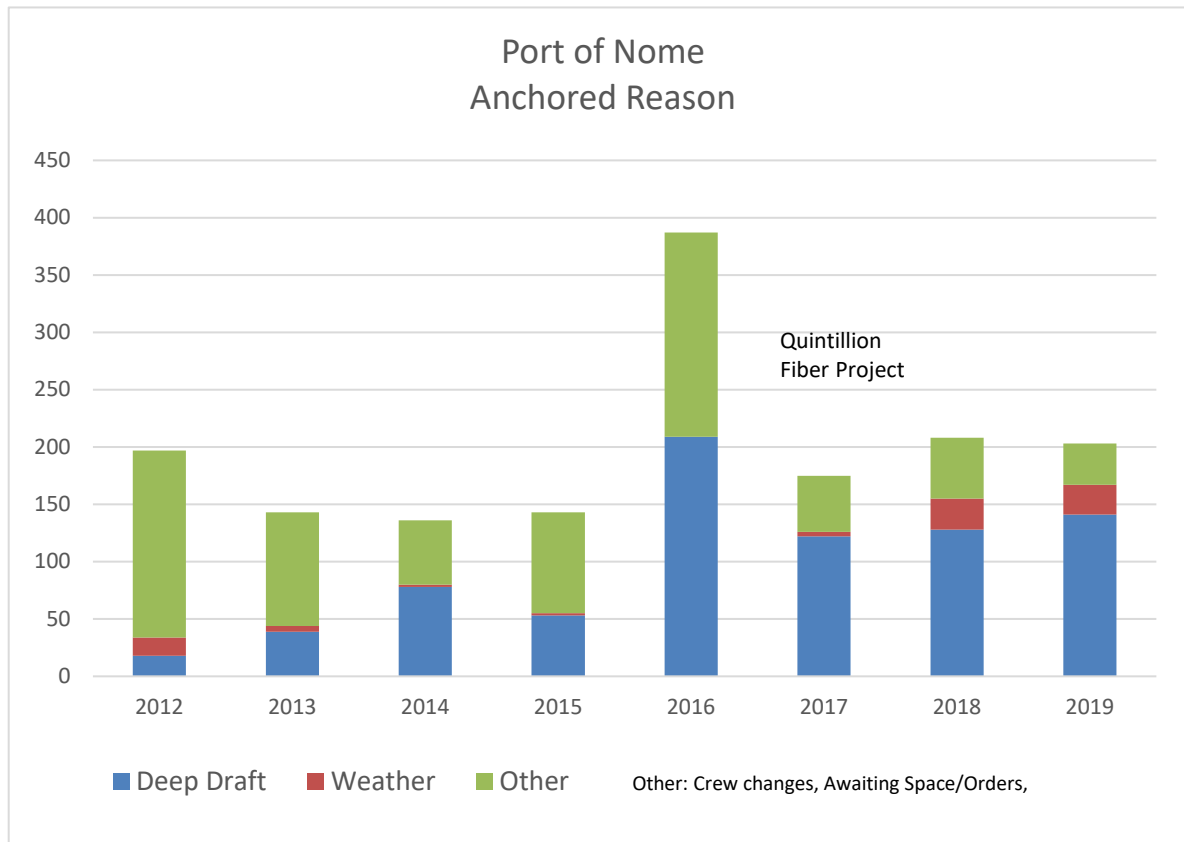
CAUSEWAY	2012	2013	2014	2015	2016	2017	2018	2019
CARGO	41,928	36,843	21,845	22,594	12,998	17,973	19,249	18,032
FUEL	13,342,440	7,644,148	8,765,455	8,715,525	7,086,590	8,867,147	6,374,270	7,918,133
GRAVEL	36,441	24,677	16,704	48,072	131,909	42,312	42,401	82,407
HARBOR	2012	2013	2014	2015	2016	2017	2018	2019
CARGO	21,398	11,635	8,788	8,550	9,920	11,382	9,867	12,604
FUEL	3,340,510	2,556,219	1,626,881	1,831,368	1,683,821	2,142,720	2,219,087	2,413,190
GRAVEL	400	1,773	4,583	2,241	4,049	13,596	2,627	7,087
TOTAL VOLUME	2012	2013	2014	2015	2016	2017	2018	2019
CARGO - TONS	63,326	48,478	30,633	31,144	22,918	29,355	29,117	30,637
FUEL - GALLONS	16,682,950	10,200,367	10,392,336	10,546,893	8,770,411	11,009,867	8,593,357	10,331,323
GRAVEL - TONS	36,841	26,450	21,287	50,313	135,958	55,908	45,029	89,494

Total	AVERAGE VOLUME
191,462	23,932.78
68,713,707	8,589,213.43
424,924	53,115.48
94,145	11,768.10
17,813,796	2,226,724.50
36,356	4,544.48
285,607	35,700.88
86,527,503	10,815,937.93
461,280	57,659.95



PORT OF NOME VESSEL CALLS ANCHORED TRAFFIC

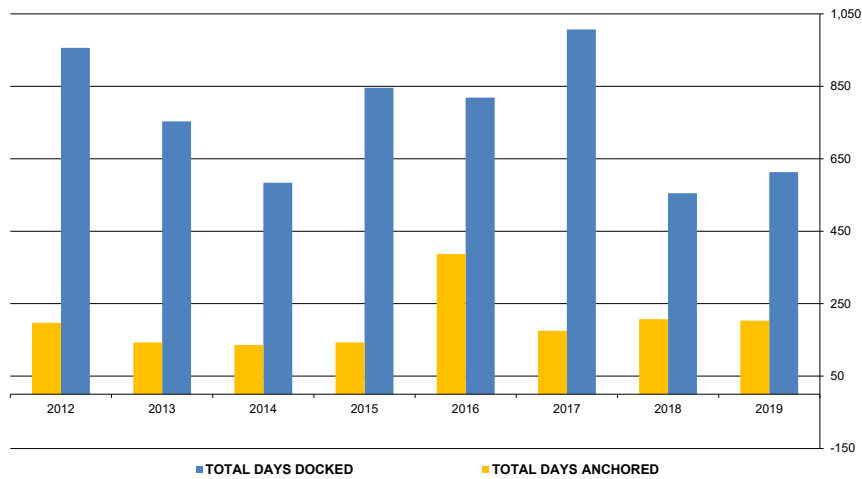
Year	Deep Draft	Weather	Other	Total
2012	18	16	163	197
2013	39	5	99	143
2014	78	2	56	136
2015	53	2	88	143
2016	209	0	178	387
2017	122	4	49	175
2018	128	27	53	208
2019	141	26	36	203



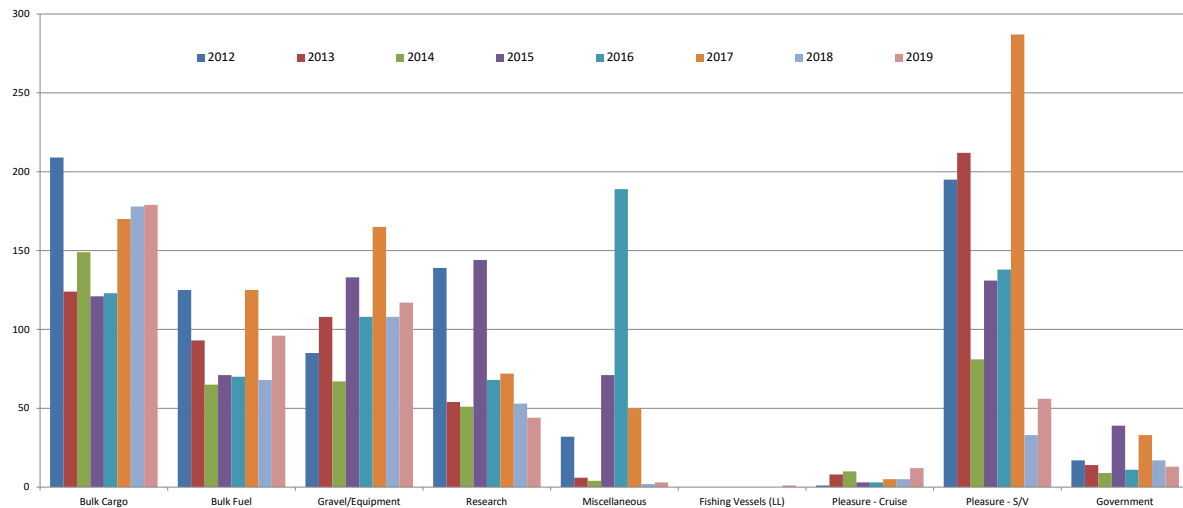
PORT OF NOME VESSEL CALL TRENDS TOTAL DAYS DOCKED

TOTAL DAYS DOCKED	2012	2013	2014	2015	2016	2017	2018	2019
Bulk Cargo	209	124	149	121	123	170	178	179
Bulk Fuel	125	93	65	71	70	125	68	96
Gravel/Equipment	85	108	67	133	108	165	108	117
Research	139	54	51	144	68	72	53	44
Miscellaneous	32	6	4	71	189	50	2	3
Fishing Vessels (LL)								1
Pleasure - Cruise	1	8	10	3	3	5	5	12
Pleasure - S/V	195	212	81	131	138	287	33	56
Government	17	14	9	39	11	33	17	13
Homeported	153	134	148	133	109	100	91	92
Total Vessels	956	753	584	846	819	1007	555	613

PORT OF NOME VESSEL TRAFFIC
by Season



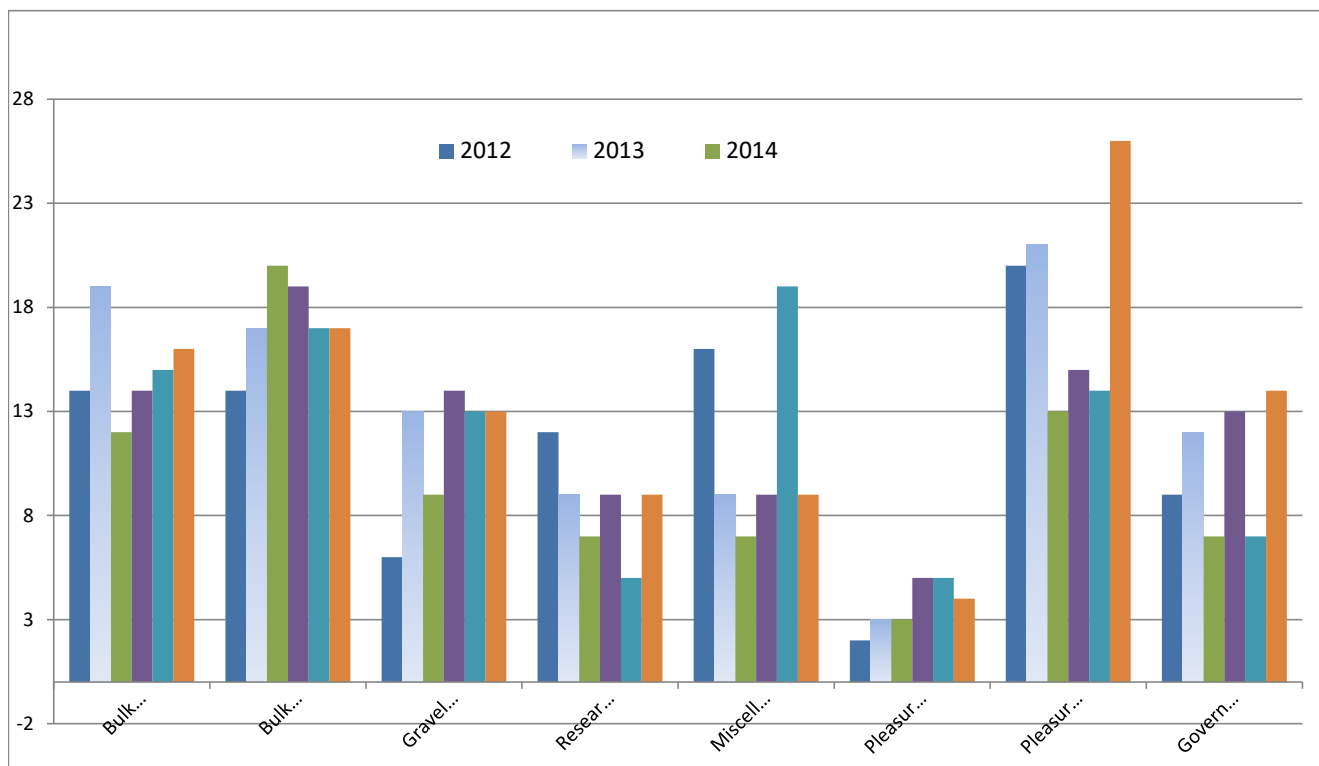
PORT OF NOME VESSEL TRAFFIC
TOTAL DAYS DOCKED BY TYPE



UNIQUE VESSELS	2012	2013	2014	2015	2016	2017	2018
Transient Vessels	93	108	80	98	97	110	65
Homeported	153	134	148	133	109	100	95
TOTAL	246	242	228	231	206	210	160

UNIQUE BY TYPE	2012	2013	2014	2015	2016	2017	2018
Bulk Cargo	14	19	12	14	15	16	16
Bulk Fuel	14	17	20	19	17	17	17
Gravel/Equipment	6	13	9	14	13	13	9
Research	12	9	7	9	5	9	11
Miscellaneous	16	9	7	9	19	9	0
Pleasure - Cruise	2	3	3	5	5	4	2
Pleasure - S/V	20	21	13	15	14	26	4
Government	9	12	7	13	7	14	6

CHECKOUT	93	103	78	98	95	108	65
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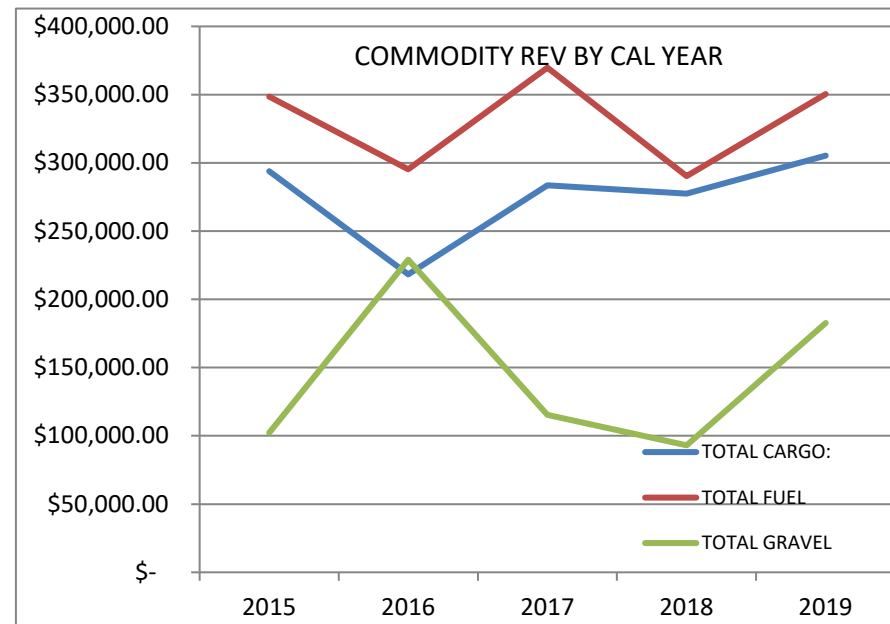
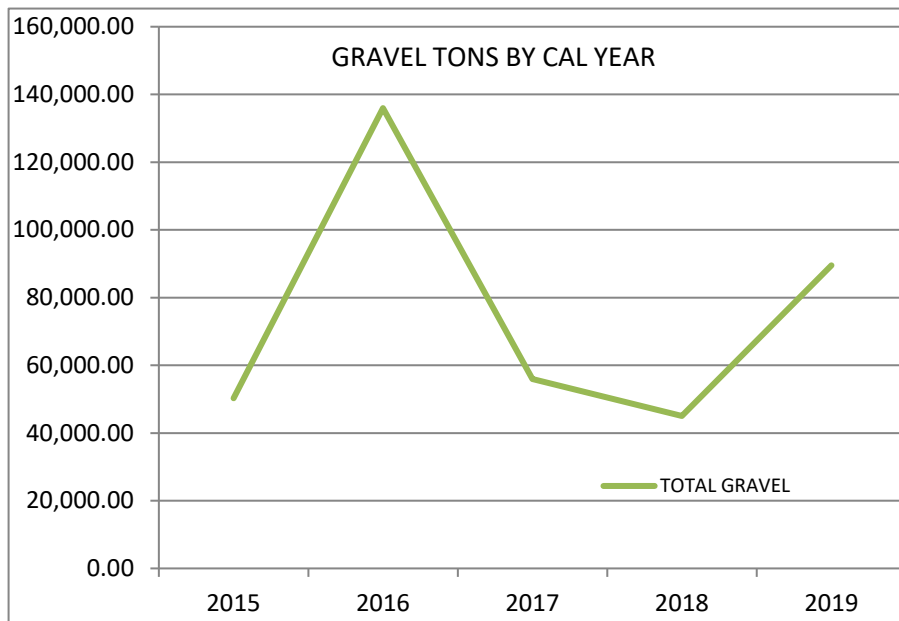
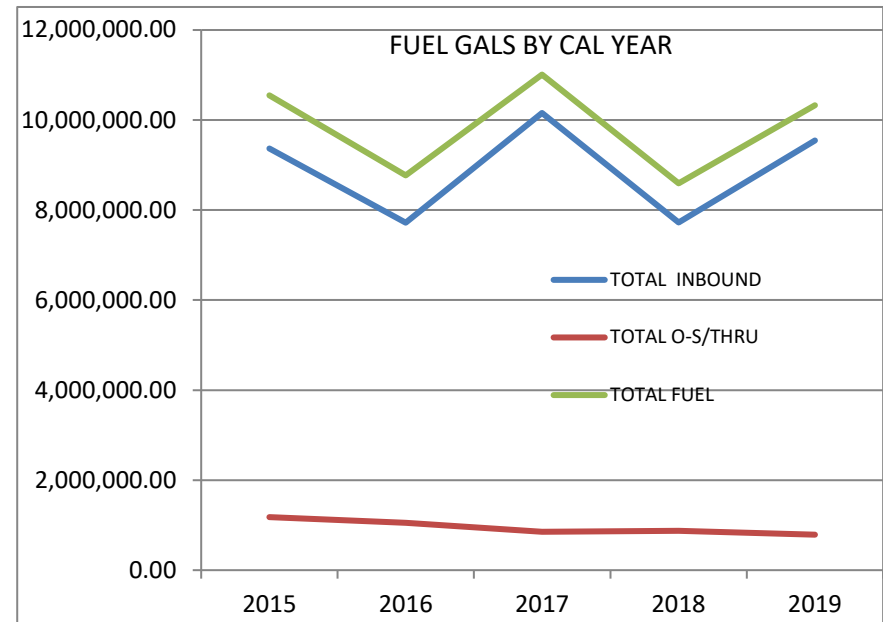
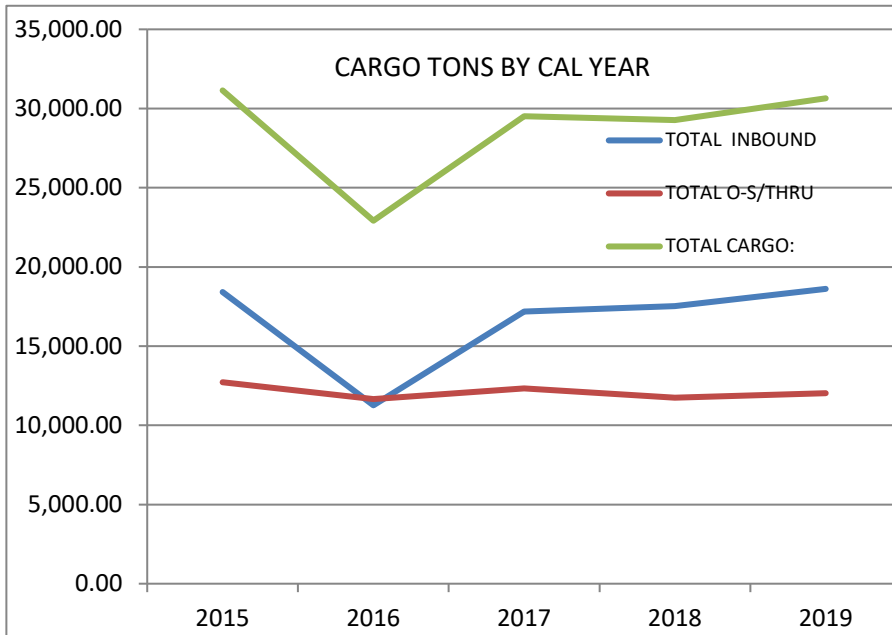


PORT OF NOME - COMMODITIES VOLUME/REVENUE BY CALENDAR YEAR

CAL YEAR	2015		2016		2017		2018		2019	
CARGO	Tons	Revenue	Tons	Revenue	Tons	Revenue	Tons	Revenue	Tons	Revenue
INBOUND										
Cswy	14,914.35	\$ 163,866.02	7,275.85	\$ 80,492.33	12,213.24	\$ 138,504.52	13,647.61	\$ 149,971.16	15,282.91	\$ 176,376.26
Harbor	<u>3,510.67</u>	<u>\$ 40,276.68</u>	<u>3,985.61</u>	<u>\$ 40,024.69</u>	<u>4,972.33</u>	<u>\$ 56,434.60</u>	<u>3,876.67</u>	<u>\$ 40,573.74</u>	<u>3,330.15</u>	<u>\$ 32,214.44</u>
TOTAL INBOUND	18,425.02	\$ 204,142.70	11,261.46	\$ 120,517.02	17,185.57	\$ 194,939.12	17,524.28	\$ 190,544.90	18,613.06	\$ 208,590.70
OVER-SIDE/THRU										
Cswy	4,216.39	\$ 19,913.77	1,840.08	\$ 7,996.72	3,850.58	\$ 20,428.42	3,318.45	\$ 14,623.75	893.53	\$ 5,088.81
Harbor	4,149.59	\$ 23,984.20	3,679.74	\$ 18,900.75	5,050.86	\$ 29,193.99	4,207.74	\$ 24,404.89	6,412.45	\$ 37,192.22
OUTBOUND										
Cswy	3,462.82	\$ 35,527.61	3,882.05	\$ 44,837.68	2,268.75	\$ 25,406.08	2,441.28	\$ 27,398.77	1,855.66	\$ 21,401.39
Harbor	<u>889.70</u>	<u>\$ 10,276.04</u>	<u>2,254.22</u>	<u>\$ 26,036.27</u>	<u>1,167.53</u>	<u>\$ 13,485.02</u>	<u>1,773.72</u>	<u>\$ 20,486.51</u>	<u>2,861.86</u>	<u>\$ 33,028.28</u>
TOTAL O-S/THRU	12,718.50	\$ 89,701.62	11,656.09	\$ 97,771.42	12,337.72	\$ 88,513.51	11,741.19	\$ 86,913.92	12,023.50	\$ 96,710.70
Total Cswy	22,593.56	\$ 219,307.40	12,997.98	\$ 133,326.73	18,332.57	\$ 184,339.02	19,407.34	\$ 191,993.68	18,032.10	\$ 202,866.46
Total Harbor	8,549.96	\$ 74,536.92	9,919.57	\$ 84,961.71	11,190.72	\$ 99,113.61	9,858.13	\$ 85,465.14	12,604.46	\$ 102,434.94
TOTAL CARGO:	31,143.52	\$ 293,844.32	22,917.55	\$ 218,288.44	29,523.29	\$ 283,452.63	29,265.47	\$ 277,458.82	30,636.56	\$ 305,301.40
FUEL	Gallons	Revenue	Gallons	Revenue	Gallons	Revenue	Gallons	Revenue	Gallons	Revenue
INBOUND										
Cswy	7,664,174.56	\$ 268,246.14	6,204,889.00	\$ 217,171.14	8,420,630.00	\$ 294,722.09	5,855,879.77	\$ 204,955.81	7,499,863.50	\$ 262,495.25
Harbor	<u>1,704,239.00</u>	<u>\$ 59,648.38</u>	<u>1,514,615.00</u>	<u>\$ 53,011.54</u>	<u>1,736,216.00</u>	<u>\$ 60,767.58</u>	<u>1,865,225.00</u>	<u>\$ 65,282.91</u>	<u>2,043,093.00</u>	<u>\$ 71,508.28</u>
TOTAL INBOUND	9,368,413.56	\$ 327,894.52	7,719,504.00	\$ 270,182.68	10,156,846.00	\$ 355,489.67	7,721,104.77	\$ 270,238.72	9,542,956.50	\$ 334,003.53
OVER-SIDE										
Cswy	586,828.55	\$ 7,041.93	268,161.00	\$ 7,114.36	181,231.00	\$ 2,174.77	0.00	\$ -	164,556.00	\$ 1,974.67
Harbor	0.00	\$ -	0.00	\$ -	304,688.00	\$ 3,656.25	0.00	\$ -	0.00	\$ -
OUTBOUND										
Cswy	464,522.00	\$ 10,684.00	613,540.00	\$ 14,111.42	265,285.50	\$ 6,101.56	518,389.90	\$ 11,922.97	253,713.30	\$ 5,835.40
Harbor	<u>127,129.00</u>	<u>\$ 2,923.97</u>	<u>169,206.00</u>	<u>\$ 3,891.75</u>	<u>101,816.00</u>	<u>\$ 2,341.77</u>	<u>353,862.00</u>	<u>\$ 8,138.84</u>	<u>370,097.00</u>	<u>\$ 8,512.24</u>
TOTAL O-S/THRU	1,178,479.55	\$ 20,649.90	1,050,907.00	\$ 25,117.53	853,020.50	\$ 14,274.35	872,251.90	\$ 20,061.81	788,366.30	\$ 16,322.31
Total Cswy	8,715,525.11	\$ 285,972.07	7,086,590.00	\$ 238,396.92	8,867,146.50	\$ 302,998.42	6,374,269.67	\$ 216,878.78	7,918,132.80	\$ 270,305.32
Total Harbor	1,831,368.00	\$ 62,572.35	1,683,821.00	\$ 56,903.29	2,142,720.00	\$ 66,765.60	2,219,087.00	\$ 73,421.75	2,413,190.00	\$ 80,020.52
TOTAL FUEL	10,546,893.11	\$ 348,544.42	8,770,411.00	\$ 295,300.21	11,009,866.50	\$ 369,764.02	8,593,356.67	\$ 290,300.53	10,331,322.80	\$ 350,325.84
GRAVEL	Tons	Revenue	Tons	Revenue	Tons	Revenue	Tons	Revenue	Tons	Revenue
OUTBOUND										
Cswy	48,071.59	96,587.04	131,909.21	218,733.82	42,311.54	80,699.71	42,401.42	87,577.31	82,407.39	164,600.67
Harbor	<u>2,240.78</u>	<u>5,713.99</u>	<u>4,049.21</u>	<u>10,325.49</u>	<u>13,595.12</u>	<u>34,667.57</u>	<u>2,627.16</u>	<u>5,480.56</u>	<u>7,086.64</u>	<u>18,070.94</u>
TOTAL OUTBOUND	50,312.37	\$ 102,301.03	135,958.42	\$ 229,059.31	55,906.66	\$ 115,367.28	45,028.58	\$ 93,057.87	89,494.03	\$ 182,671.61
Total Cswy	48,071.59	96,587.04	131,909.21	218,733.82	42,311.54	80,699.71	42,401.42	87,577.31	82,407.39	164,600.67
Total Harbor	2,240.78	5,713.99	4,049.21	10,325.49	13,595.12	34,667.57	2,627.16	5,480.56	7,086.64	18,070.94
TOTAL GRAVEL	50,312.37	102,301.03	135,958.42	229,059.31	55,906.66	115,367.28	45,028.58	93,057.87	89,494.03	182,671.61

NOTE - This data DOES NOT correlate to fiscal year finance reports - compiled for Port Commission planning purposes only.

PON COMMODITIES BY CALENDAR YEAR



PON REVENUE BY CALENDAR YEAR

Port Operating Fund - Calendar Year Revenue - DRAFT

		2015	2016	2017	2018	2019
Causeway Facility						
80.3111.2001	Causeway Dockage	79,671.64	101,405.35	82,844.40	72,286.22	61,885.65
80.3111.2002	Causeway Wharfage - Dry	211,007.91	132,874.94	179,589.53	189,960.26	167,611.08
80.3111.2003	Causeway Wharfage - Fuel	285,972.07	238,396.92	292,516.00	216,878.78	125,468.38
80.3111.2004	Causeway Wharfage - Gravel	96,587.04	218,733.82	80,699.71	87,577.31	148,263.78
80.3111.2005	Causeway Storage Rental	11,486.86	11,699.30	11,944.00	4,734.72	6,235.43
80.3111.2006	Causeway Utility Sales	11,727.82	44,869.42	23,936.98	13,295.34	8,255.26
80.3111.2007	Causeway Misc Term Revenue	40,748.44	242,602.76	77,755.62	43,182.50	67,080.50
80.3111.2008	Leases, Rentals, Land, Bldgs	-	-	-		
80.3111.2009	Sale of Property & Assets	-	-	-		
	Subtotal:	737,201.78	990,582.51	749,286.24	627,915.13	584,800.08
Harbor Facility						
80.3211.1001	Harbor Seasonal Dock Permit	122,975.58	108,752.31	123,623.64	94,823.10	105,054.16
80.3211.2001	Harbor Dockage	48,601.59	61,163.74	92,377.07	47,400.36	65,130.24
80.3211.2002	Harbor Wharfage - Dry	74,104.09	82,940.46	100,497.09	85,465.14	<u>90,051.52</u>
80.3211.2003	Harbor Wharfage - Fuel	62,572.35	56,903.29	66,209.09	73,421.75	48,482.25
80.3211.2004	Harbor Wharfage - Gravel	5,713.99	10,325.49	34,667.57	5,480.56	18,070.94
80.3211.2005	Harbor Storage Rental	37,237.77	32,188.91	33,383.58	24,389.47	13,881.66
80.3211.2006	Harbor Utility Sales	6,494.34	6,731.85	8,317.74	4,481.38	6,560.62
80.3211.2007	Harbor Misc Term Revenue	2,925.72	1,633.99	1,820.00	-	5,971.00
80.3211.2008	Leases, Rentals, Land, Bldgs	103,021.08	78,854.88	55,409.28	35,311.56	35,644.76
80.3211.2009	Sale of Property & Assets	-	-	-		
	Subtotal:	463,646.51	439,494.92	516,305.06	370,773.32	388,847.15
Cape Nome Quarry						
80.3311.2001	Quarry Dockage	-	-	-	-	-
80.3311.2002	Quarry Wharfage - Dry	-	-	-	-	-
80.3311.2003	Quarry Wharfage - Fuel	-	-	-	-	-
80.3311.2004	Quarry Wharfage - Gravel	-	-	-	-	-

PON REVENUE BY CALENDAR YEAR

Port Operating Fund - Calendar Year Revenue - DRAFT

		2015	2016	2017	2018	2019
80.3311.2005	Quarry Storage Rental	-	-	-	-	-
80.3311.2007	Quarry Misc Term Revenue	-	-	-	-	-
80.3311.2008	Leases, Rentals, Land, Bldgs	-	-	-	-	-
	Subtotal:	-	-	-	-	-
Industrial Park Facility						
80.3411.2001	Westside Tank Farm Rental	-	-	-	-	-
80.3411.2005	Industrial Park Storage Rental	182,882.86	200,024.18	238,595.06	267,237.71	138,212.21
80.3411.2008	Leases, Rentals, Land, Bldgs	134,073.01	160,492.74	158,241.92	185,443.37	163,657.71
80.3411.2009	Sale of Property & Assets	-	-	-	-	-
	Subtotal:	316,955.87	360,516.92	396,836.98	452,681.08	301,869.92
Other Misc Revenue						
80.3511.0001	Copies, Fax, Pubs, Film Lcns	-	14.00	327.75	902.00	900
80.3511.0002	Banking / NSF Check Fee	140.00	16.00	0.01	35.00	75
80.3511.0003	Credit Card Service Fees	-	-	0.76	-	-
80.3511.0004	Resale-Hats,Charts,Spills,Appl	5,925.50	1,767.47	2,811.26	1,709.22	4,583.80
80.3511.0005	Other Port Revenue	59,534.26	86,719.16	5,169.02	5,145.53	155.35
	Subtotal:	65,599.76	88,516.63	8,308.80	7,791.75	5,714.15
Interest Earnings						
80.3611.2001	Interest Earnings Port Op	4,734.40	5,084.56	5,789.02	6,508.14	1,980.37
80.3611.2002	Interest Earnings Causeway	(2,661.23)	1,938.87	1,319.93	1,955.72	304.33
80.3611.2003	Investment Earnings	4,872.51	11,537.12	21,096.33	27,907.96	28,281.55
	Subtotal:	6,945.68	18,560.55	28,205.28	36,371.82	30,566.25
Contributions/Other						
80.3711.0001	StAK Employer On-Behalf PERS	18,526.81	40,126.33	13,133.18	12,355.91	11,326.09
80.3711.0002	Other Contributions	-	-	100,691.63	8,896.32	1,977.27
80.3711.0003	Denali Commsn High Mast Lights	-	-	-	-	-

PON REVENUE BY CALENDAR YEAR

Port Operating Fund - Calendar Year Revenue - DRAFT

		2015	2016	2017	2018	2019
80.3711.0004	NSEDC Anchor Floats System	-	-	-		
	Subtotal:	18,526.81	40,126.33	113,824.81	21,252.23	13,303.36
Transfers - Interfunds						
80.3888.8820	Transfers In - Other Funds					16,698.79
	Subtotal:					16,698.79
Fund Balance Appropriation						
80.3899.9998	Fund Bal Apprp StAK DOT Match	-	-	-	-	-
80.3899.9999	Port of Nome Use Fund Balance	-	-	-	-	-
	Subtotal:	-	-	-	-	-
	Port Operating Fund Total:	1,608,876.41	1,937,797.86	1,812,767.17	1,516,785.33	1,341,799.70

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	#15	Rate Increase Options		
			Amend 06/13/12	Amend 05/22/13	amend 04/14/14	amend 02/17/15	amend 03/28/16	amend 03/01/17	amend 03/26/18	amend 03/25/19	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
DOCKAGE	Dockage up to 200' in length	ft./ day	\$ 1.00	\$ 1.10	\$ 1.16	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.25	\$ 1.27	\$ 1.33
	Dockage >200' in length	"	\$ 1.50	\$ 1.65	\$ 1.73	\$ 1.82	\$ 1.82	\$ 1.82	\$ 1.85	\$ 1.85	\$ 1.91	\$ 1.94	\$ 2.04
	Anchorage-Outer Harbor	"	\$ 0.50	\$ 0.55	\$ 0.58	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.63	\$ 0.64	\$ 0.67
	Harbor Dock Permit - Daily	day	deleted							(some rate rounding)			
	Harbor Dock Permit - Weekly	week											
	32' and under	"	\$ 75.00	\$ 82.50	\$ 86.625	\$ 90.960	\$ 90.960	\$ 90.960	\$ 91.00	\$ 91.00	\$ 93.73	\$ 95.55	\$ 100.10
	over 32' to 52'	"	40%**	40%**	40%	40%	40%	40%	40%	40%	40%	40%	40%
	over 52' to 72'	"	55%**	55%**	55%	55%	55%	55%	55%	55%	55%	55%	55%
	over 72' to 92'	"				65%	65%	65%	65%	65%	65%	65%	65%
	over 92' to 125'	"				75%	75%	75%	75%	75%	75%	75%	75%
	over 125' to 175'	"								85%	85%	85%	85%
	over 175'	"								90%	90%	90%	90%
	Harbor Dock Permit - Month	month											
	32' and under	"	\$ 225.00	\$ 247.50	\$ 259.875	\$ 272.870	\$ 272.870	\$ 272.870	\$ 273.00	\$ 273.00	\$ 281.19	\$ 286.65	\$ 300.30
	over 32' to 52'	"	25%**	25%**	25%	25%	25%	25%	25%	25%	25%	25%	25%
	over 52' to 72'	"	35%**	35%**	35%	35%	35%	35%	35%	35%	35%	35%	35%
	over 72' to 92'	"				45%	45%	45%	45%	45%	45%	45%	45%
	over 92' to 125'	"				55%	55%	55%	55%	55%	55%	55%	55%
	over 125' to 175'	"								65%	65%	65%	65%
	over 175'	"								75%	75%	75%	75%
	Harbor Dock Permit - Season	season											
	32 and under	"	\$ 650.00	\$ 715.00	\$ 750.75	\$ 788.29	\$ 788.29	\$ 788.29	\$ 789.00	\$ 789.00	\$ 812.67	\$ 828.45	\$ 867.90
	over 32' to 52'	"	15%**	15%**	15%	15%	15%	15%	15%	15%	15%	15%	15%
	over 52' to 72'	"	25%**	25%**	25%	25%	25%	25%	25%	25%	25%	25%	25%
	over 72' to 92'	"				35%	35%	35%	35%	35%	35%	35%	35%
	over 92' to 125'	"				45%	45%	45%	45%	45%	45%	45%	45%
	over 125' to 175'	"								55%	55%	55%	55%
	over 175'	"								65%	65%	65%	65%
	**Note - percentages are calculated on daily dockage rate and vessel length												
	Causeway Dock Permit - Daily	day								Calc on daily rate			
	under 200'	"								75%	75%	75%	75%
	over 200'	"								85%	85%	85%	85%
	Causeway Dock Permit - Monthly	month											
	under 200'	"								65%	65%	65%	65%
	over 200'	"								75%	75%	75%	75%
	Causeway Dock Permit - Season	season											
	under 200'	"								55%	55%	55%	55%
	over 200'	"								65%	65%	65%	65%

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	#15	Rate Increase Options		
			Amend 06/13/12	Amend 05/22/13	amend 04/14/14	amend 02/17/15	amend 03/28/16	amend 03/01/17	amend 03/26/18	amend 03/25/19	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
WHARFAGE	Fuel - IN	per gal	\$ 0.03	\$ 0.033	\$ 0.033	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.036	\$ 0.037	\$ 0.039
	Fuel - OUT	"	\$ 0.02	\$ 0.022	\$ 0.022	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.024	\$ 0.024	\$ 0.025
	Fuel - O/S	"	\$ 0.01	\$ 0.011	\$ 0.011	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.013	\$ 0.013
	Inter-Facility Transfer	"		\$ 0.033	\$ 0.033	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.036	\$ 0.037	\$ 0.039
	Cargo - IN/OUT	per ton	\$ 10.00	\$ 11.00	\$ 11.00	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.90	\$ 12.13	\$ 12.71
	Cargo - THRU/OS	"	\$ 5.00	\$ 5.50	\$ 5.50	\$ 5.78	\$ 5.78	\$ 5.78	\$ 5.80	\$ 5.80	\$ 5.97	\$ 6.09	\$ 6.38
	Inter-Facility Transfer	"		\$ 8.25	\$ 8.25	\$ 8.66	\$ 8.66	\$ 8.66	\$ 8.70	\$ 8.70	\$ 8.96	\$ 9.14	\$ 9.57
	2000 Tons or under per barge load	"	\$ 2.10	\$ 2.31	\$ 2.426	\$ 2.550	\$ 2.550	\$ 2.550	\$ 2.55	\$ 2.55	\$ 2.63	\$ 2.68	\$ 2.81
	Gravel >2000 tons/load	"	\$ 1.60	\$ 1.76	\$ 1.848	\$ 1.940	\$ 1.940	\$ 1.940	\$ 1.95	\$ 1.95	\$ 2.01	\$ 2.05	\$ 2.15
	Gravel >40,000 tons/proj.	"	\$ 1.35	\$ 1.49	\$ 1.565	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.65	\$ 1.65	\$ 1.70	\$ 1.73	\$ 1.82
	Project Cargo >2000 tons	"	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*
	*Note - percentage calculated against full published rate based on direction of cargo								(some rate rounding)				
STORAGE	Storage - Causeway	sq.ft./wk	\$ 0.05	\$ 0.07	\$ 0.074	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.082	\$ 0.084	\$ 0.088
	Storage - Harbor East of Snake	"											
	Storage - Harbor West of Snake	"											
	Storage - Harbor (all except Cswy)	"	\$ 0.05	\$ 0.055	\$ 0.058	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.062	\$ 0.063	\$ 0.066
	Secured storage (pallets or parcels)	day							\$ 18.00	\$ 18.00	\$ 18.54	\$ 18.90	\$ 19.80
	Summer Idle Vessel - all lengths	season	\$ 400.00	deleted									
	Summer Idle Vessel - 32' and under	"		\$ 440.00	\$ 400.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 432.60	\$ 441.00	\$ 462.00
	Summer Idle Vessel - over 32' to 42'							\$ 630.00	\$ 630.00	\$ 630.00	\$ 648.90	\$ 661.50	\$ 693.00
	Summer Idle Vessel - over 42' to 52'	"		\$ 770.00	\$ 800.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 865.20	\$ 882.00	\$ 924.00
	Summer Idle Vessel - over 52' to 62'							\$ 1,260.00	\$ 1,260.00	\$ 1,260.00	\$ 1,297.80	\$ 1,323.00	\$ 1,386.00
	Summer Idle Vessel - over 62' to 72'	"		\$ 1,100.00	\$ 1,600.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,730.40	\$ 1,764.00	\$ 1,848.00
	Summer Idle Vessel - over 72' to 92'				\$ 2,200.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,379.30	\$ 2,425.50	\$ 2,541.00
	Summer Idle Vessel - over 92' to 125'				\$ 3,300.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,568.95	\$ 3,638.25	\$ 3,811.50
	Summer Idle Vessel - over 125' to 175'									\$ 5,545.00	\$ 5,711.35	\$ 5,822.25	\$ 6,099.50
	Summer Idle Vessel - over 175'									\$ 8,595.00	\$ 8,852.85	\$ 9,024.75	\$ 9,454.50
	Summer IV at Waterline	"	deleted										
	Winter Idle Vessel - all lengths	season											
	Winter Idle Vessel - under 25'	"	\$ 400.00	deleted									
	Winter Idle Vessel - over 25'	"	\$ 700.00	deleted									
	Winter Idle Vessel - 32' and under	"		\$ 550.00	\$ 500.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 540.75	\$ 551.25	\$ 577.50
	Winter Idle Vessel - over 32' to 42'							\$ 787.50	\$ 788.00	\$ 788.00	\$ 811.64	\$ 827.40	\$ 866.80
	Winter Idle Vessel - over 42' to 52'	"		\$ 880.00	\$ 1,000.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,081.50	\$ 1,102.50	\$ 1,155.00
	Winter idle Vessel - over 52' to 62'							\$ 1,575.00	\$ 1,575.00	\$ 1,575.00	\$ 1,622.25	\$ 1,653.75	\$ 1,732.50
	Winter Idle Vessel - over 62' to 72'	"		\$ 1,320.00	\$ 2,000.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,163.00	\$ 2,205.00	\$ 2,310.00
	Winter Idle Vessel - over 72' to 92'				\$ 2,800.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 3,028.20	\$ 3,087.00	\$ 3,234.00
	Winter Idle Vessel - over 92' to 125'				\$ 4,500.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,866.75	\$ 4,961.25	\$ 5,197.50
	Winter Idle Vessel - over 125' to 175									\$ 7,560.00	\$ 7,786.80	\$ 7,938.00	\$ 8,316.00
	Winter Idle Vessel - over 175'									\$ 11,720.00	\$ 12,071.60	\$ 12,306.00	\$ 12,892.00
	Winter IV at Waterline	"	deleted										
									(some rate rounding)				

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	#15	Rate Increase Options		
			<i>Amend 06/13/12</i>	<i>Amend 05/22/13</i>	<i>amend 04/14/14</i>	<i>amend 02/17/15</i>	<i>amend 03/28/16</i>	<i>amend 03/01/17</i>	<i>amend 03/26/18</i>	<i>amend 03/25/19</i>	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
AMENITIES	Line Handling (300' and over)	per visit	\$ 850.00	\$ 935.00	\$ 981.75	\$ 1,030.84	\$ 1,030.84	\$ 1,030.84	\$ 1,400.00	\$ 1,400.00	\$ 1,442.00	\$ 1,470.00	\$ 1,540.00
	Line Handling (up to 300')	per visit							\$ 700.00	\$ 700.00	\$ 721.00	\$ 735.00	\$ 770.00
	Unregulated Waste	per load	\$ 350.00	\$ 385.00	\$ 404.25	\$ 424.46	\$ 424.46	\$ 424.46	\$ 425.00	\$ 425.00	\$ 437.75	\$ 446.25	\$ 467.50
	Unregulated Waste - additional	per load											
	Regulated Waste	"	\$ 2,000.00	\$ 2,200.00	deleted								
	H2O - any quantity (harbor only)	per gal											
	H2O Flat Rate	1000 gal	\$ 150.00	\$ 165.00	\$ 173.25	\$ 181.91	\$ 181.91	\$ 181.91	\$ 182.00	\$ 182.00	\$ 187.46	\$ 191.10	\$ 200.20
	H2O 1001-9999	per gal	\$ 0.05	\$ 0.055	\$ 0.058	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.062	\$ 0.063	\$ 0.066
	H2O 10K and over	"	\$ 0.03	\$ 0.033	\$ 0.035	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.041	\$ 0.042	\$ 0.044
	Garbage	per visit	\$ 35.00	\$ 38.50	\$ 40.425	\$ 42.450	\$ 42.450	\$ 42.450	\$ 43.000	\$ 43.000	\$ 44.29	\$ 45.15	\$ 47.30
	Security Fee	per 12 hrs	\$ 1,500.00	\$ 1,650.00	\$ 1,732.50	\$ 1,819.13	\$ 1,819.13	\$ 1,820.00	\$ 1,820.00	\$ 1,820.00	\$ 1,874.60	\$ 1,911.00	\$ 2,002.00
	Waste Oil	per 55 gal	\$ 1,950.00	\$ 2,145.00	\$ 2,252.25	\$ 2,364.86	\$ 2,364.86	\$ 2,364.86	\$ 2,365.00	\$ 2,365.00	\$ 2,435.95	\$ 2,483.25	\$ 2,601.50
	E-Call Stand by	per call	\$ 2,500.00	deleted									
	E-Call Stand by - flat rate	First hour		\$ 1,650.00	\$ 1,732.50	\$ 1,819.13	\$ 1,819.13	\$ 1,820.00	\$ 1,820.00	\$ 1,820.00	\$ 1,874.60	\$ 1,911.00	\$ 2,002.00
	E-Call Stand by - addt'l hrs	per hour		\$ 1,100.00	\$ 1,155.00	\$ 1,212.75	\$ 1,212.75	\$ 1,212.75	\$ 1,213.00	\$ 1,213.00	\$ 1,249.39	\$ 1,273.65	\$ 1,334.30
	Labor Charges -- Reg/Straight Time	per hour				\$ 103.27	\$ 103.27	\$ 103.27	\$ 104.00	\$ 104.00	\$ 103.27	\$ 103.27	\$ 103.27
	Over-time	per hour				\$ 160.04	\$ 160.04	\$ 160.04	\$ 161.00	\$ 161.00	\$ 160.04	\$ 160.04	\$ 160.04
	Double Time	per hour				\$ 213.40	\$ 213.40	\$ 213.40	deleted				
	Holiday time	per hour				\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00
	After Hours Call Out	per hour	\$ 145.00	\$ 159.50	\$ 167.475	\$ 317.24	\$ 317.24	\$ 317.24	\$ 318.00	\$ 318.00	\$ 317.24	\$ 317.24	\$ 317.24
	Stand By	per hour				\$ 317.24	\$ 317.24	\$ 317.24	\$ 318.00	\$ 318.00	\$ 317.24	\$ 317.24	\$ 317.24
	Trailer Parking Fee	ft./season	\$ 3.50	\$ 4.68	\$ 4.914	\$ 5.160	deleted						
	Smart Ash Burning	per hour		\$ 110.00	\$ 115.50	\$ 121.28	\$ 121.28	\$ 121.28	\$ 122.00	\$ 122.00	\$ 125.66	\$ 128.10	\$ 134.20
	Gangway Rental	per day		\$ 137.50	\$ 144.38	\$ 151.59	\$ 151.59	\$ 151.59	\$ 152.00	\$ 152.00	\$ 156.56	\$ 159.60	\$ 167.20
	Guardian Assist AFTER HOURS	Flat Rate	\$ 750.00	\$ 825.00	\$ 866.25	\$ 909.56	\$ 909.56	\$ 909.56	\$ 910.00	\$ 910.00	\$ 937.30	\$ 955.50	\$ 1,001.00
	Guardian Assist REGULAR HOURS	"	\$ 220.00	\$ 242.00	\$ 254.10	\$ 266.81	\$ 266.81	\$ 266.81	\$ 267.00	\$ 267.00	\$ 275.01	\$ 280.35	\$ 293.70
	Guardian Assist Fuel	per hour	\$ 55.00	\$ 60.50	\$ 63.525	\$ 18.750	\$ 18.750	\$ 18.750	\$ 19.000	\$ 19.000	\$ 19.57	\$ 19.95	\$ 20.90
	Guardian Assist Labor					see labor chgs	see labor chgs	see labor chgs	see labor chgs				
	Harbor Skiff Assist	"	\$ 25.00	\$ 27.50	\$ 28.875	\$ 30.320	\$ 30.320	\$ 30.320	\$ 31.000	\$ 31.000	\$ 31.93	\$ 32.55	\$ 34.10
	Film License Application Fee	season		\$ 150.00	\$ 157.50	\$ 165.34	\$ 165.34	\$ 300.00	\$ 300.00	\$ 300.00	\$ 309.00	\$ 315.00	\$ 330.00
	Author's Notes:								(some rate rounding)	Rates set by Finance			
	1. Tariff #3 should be verified from hard files												
	2.Tariffs #1 and #2 hardfiles to be located for inclusion.												

**MINUTES
NOME PORT COMISSION
REGULAR MEETING
December 19, 2019**

The Regular Meeting of the Nome Port Commission was called to order at 7:15 pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Lean; Rowe; Sheffield; McLarty

Absent: Smithhisler; West; Henderson; (excused)

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

In the audience: Ken Hughes; Sandra Medearis;

APPROVAL OF AGENDA

Acting Chairman Lean asked for a motion to approve the agenda:

Motion to approve made by Sheffield, seconded by Rowe.

At the Roll Call:

Ayes: Lean, Rowe

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

November 21, 2019 Motion made by Rowe, seconded by McLarty to approve minutes;
Regular Meeting

At the Roll Call:

Ayes: All

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

- None

COMMUNICATIONS

- 2019 Dec – Nome Sea Ice November 1900-2019
- 2019 Dec – USCG Slide on Northern Bering Sea Long Liners
- 2019 Dec – National Marine Fisheries Service (NMFS) In-season Report
- 19-12-09 – Alaska DNR Public Notice on Offshore Lease Sale
- 19-12-11 – Senator Murkowski Press Release on U.S. Arctic Shipping Bill

Discussion:

- Lean commented on the 2019 Dec – Nome Sea Ice article; that sea ice is one of the major drivers for moderating the temperature and is disappearing, unfortunately due to the ocean and air warming rapidly. Lean commented that he was featured in the Seattle Times and Anchorage Dispatch in October on climate change related topics, adding that if you look at the average temperature across the Northern US in a band, you will see it has risen about 2 degrees Celsius, but across the Arctic Circle (including Nome) it has risen 5 degrees Celsius.
- Lean also commented that the 2019 summer trawl survey found that one-quarter to one-third of the Pollock and Cod population have moved north of St. Lawrence Island, which results in a net increase of 15% over two years ago. This is due to the fish species habitat changing and affecting larger fish, driving them further north. The Russians are reporting commercial Cod and Pollock quantities off their coast and Lean expects commercial fishing to greatly increase in this region in the next years.
- Sheffield commented on the 2019 Dec - USCG Slide, that the 2019 season saw a massive increase in the number of the Bering Sea fishing fleet operating in close proximity to Nome. This info was from the North Pacific Fisheries Management and shows the trend of vessels moving further north chasing Pacific Cod and Pollock into the warming waters.
- Brief group discussion on Alaska DNR Public Notice. McLarty posed a question on leases that are within city limits and if the city could collect sales tax off mined minerals inside that perimeter. McLarty noted he feels this is not an indication of mining activity in the region increasing, but is DNR looking to make a profit. It was discussed that some of these claims are new leases for sale while other were potentially taken back due to non-payment or paperwork deficiencies.

COMMISSIONERS' UPDATES

- Lean mentioned the recent visit by the Adjutant General of the Alaska National Guard, who also serves as the Commissioner of the Alaska Department of Military & Veteran's Affairs who was in Nome assessing the local emergency response capabilities, and to highlight his intent to reestablish a National Guard presence in Nome.
- Lean briefly spoke about the Alaska delegation working with Congress about Arctic Shipping, the need for ice breakers and a deep draft port to service the Arctic. He also noted the first icebreaker being built is going to Antarctica, not

the northern Arctic and we are behind the times on our current timeline in Arctic activity.

HARBORMASTER'S REPORT *(Verbal)*

Harbormaster Stotts stated that he is currently working on wrapping up winter storage invoicing for customers whose areas have changed or for folks that said they would move property but have not yet done so. HM Stotts is also working to update the personal property storage listing that goes to the City Clerk by the end of February. HM Stotts also provided the commission an update on accounts with impounded property that will be sold at public auction in the spring and noted several customers on that list have been in contact to arrange payment plans. HM Stotts noted that he will be attending the 2020 AAHPA Winter Conference in Anchorage Feb, 11-14th to discuss and compare with other facilities paperwork and billing practices as well as forms, administrative duties, contracts, asset management, derelict vessels and more. HM Stotts also mentioned that we will be hosting the AAHPA 2020 Summer Conference in Nome this September 21- 25th. There was some discussion on housing, food, travel and other possible details for the upcoming event. HM Stotts mentioned he is working on maintenance and ordering costs for current budget amendments. HM Stotts mentioned that the Alaska Marine Surveyors have inspected the *TAGIAK PROVIDER*, and that it was hard aground half up the beach 5-7 miles west of Nome. There was discussion on the barges current location and how it may fair in the ice in the spring. Lastly, HM Stotts briefly talked about the TruFlow Systems company rep that was in Nome showing us their gasification incinerator system that could be used for the city's waste stream as well as MARPOL regulated waste.

PORT DIRECTOR REPORT (19-12-16 Written Report)

PD Baker stated that the Corps Feasibility Study is going out for Agency Technical Review (ATR) by Jan 3rd and there is an aggressive push to get the report on the street. She thanked Charlie and Lorraine Cordova for their comments and input on the report. PD Baker talked about the RFP for Engineering Services for the ramp replacement work that went out on the street Monday and is due back January 16th. There was brief discussion on the ramp project timeline, materials shipping and project schedule moving forward. PD Baker also highlighted the USACE harbor maintenance dredging project and details for the upcoming work in 2020 around the SBH and possibly Outer Harbor. There was discussion on the CAP program (Continuing Authorities Program) where Corps headquarters had recently determined they will authorize separating the deepening of the inner harbor from the larger port expansion project.

Discussion:

McLarty asked several questions on the ramp project which generated discussion such as:

- The completion date for the ramp repair project; September 30th unless specified sooner by the contractor.
- If port staff planned to utilize the East Gravel Ramp during the repair period; yes and there will be efforts made on possible upgrades to that ramp to lessen the ramp slope. There was also some discussion on past work done to that ramp.
- McLarty noted that he would like to explore all possible alternative options for vessels to haul out as October 1st would be late for when NSEDC typically hauls out their tender vessels for the winter.

OLD BUSINESS

Fiscal Plan to Fund Major Asset Repair/Replacement & Capital Improvements for Recommendation to Council.

Discussion:

- McLarty commented that each PC member has their own opinions on this subject and suggested that we table this until the next meeting when more commissioners are present at the meeting.
- Rowe noted that it was tough to go over these decisions without the rest of the group present but some discussion now could be beneficial.
- Lean commented that considering rate changes is a major deal and expressed frustration in getting all PC members to be present for this subject as it generates much better discussion with the whole group.

Due to missing 3 PC members at the table, the issue was tabled until the next meeting. It was suggested that there be a work session January 9th as well as one prior to the January 16 meeting to allow for potential decisions in the Jan 16 regular meeting.

NEW BUSINESS

Prioritization of Maintenance/Repair/Replacement Projects

Discussion:

Discussion was limited as the small group present felt they first needed to flesh out tariff revisions and have more PC members present. PD Baker commented that even if the PC did not want to prioritize or make a recommendation at this time she had a few updates on the projects listing such as; HM Stotts procured cost estimates on some of the items such as new shipgangway and CP anode replacement. The CP anode replacement will need to go out to bid and also a future funding source needs to be identified. Sheffield asked what the cruise ship numbers were looking like for the 2020 shipping season, which PD Baker responded with 8 count and it was noted that we expect to see more as more companies confirm dates. There was some discussion on the funds that would come from the state Cruise Ship Passenger Fee and how that money is received, tracked and used in accordance with state law. Sheffield noted that she sees all thing converging and it is looking to be a very busy upcoming season. McLarty suggested adding the East Ramp power line and ramp development to the prioritization listing. PD Baker noted that she is in contact with DOT on incorporating the Port Road overhead power line burry into the states project and so far they seem responsive and will update the group with more on that later.

CITIZENS' COMMENTS

- Ken Hughes thanked the PC as they had answered a number of his questions during the meeting and noted he appreciates the level of detail the group is going into and feels the port facility is in good hands. Ken stated that there is \$10Mil in gold reserves offshore Nome, shown from past numerous drill surveys and imaging work, and there is a chance it could be much more than that.

COMMISSIONERS' COMMENTS

McLarty – Thanked Ken Hughes for attending the meeting and stated that he likes the group discussion and would like to see us continue to simplify the process. It was also stated he would like to have future meeting packets bound so they cannot fall apart during the meeting.

Sheffield – Commented that she feels it is going to be a busy year and hopes we are all buckled in.

Rowe- Noted he liked the packet materials as they were informative and also thanked Ken Hughes for sticking around and participating in the meeting. Rowe also wished everyone happy holidays before the New Year and thanked the City of Nome for the turkey.

Lean- Commented that he hopes the PC body can do the tariff justice at the next meeting by taking action and thanked PD Baker for closely monitoring the USACE team and being front and center with feedback and comments to the team to ensure Nome gets what we need on the Deep Draft Port.

SCHEDULE OF NEXT MEETING

The next Regular Meeting is SCHEDULED for January 16th, 2020. Missing members will be contacted to confirm availability for holding a Work Session scheduled for January 9th, 2020.

ADJOURNMENT

Motion was made by McLarty and seconded by Rowe for adjournment – 8:35 pm.

APPROVED and **SIGNED** this 16th day of January 2020.

Charlie Lean, Vice-Chairman

ATTEST:

Joy Baker, Port Director



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Views

Rosatom: Shipping is Up in the Arctic Despite Environmental Concerns



file photo

BY **CHARLES DIGGES** ([HTTPS://WWW.MARITIME-EXECUTIVE.COM/AUTHOR/CHARLES-DIGGES](https://www.maritime-executive.com/author/charles-digges)) 2019-11-27 02:52:34

Shipping through Russia's remote arctic artery, the Northern Sea Route, has increased by 63 percent over last year's figures, signaling a major uptick in fossil fuel exports from Siberia's icy polar coast.

At present, shipping tonnage via the route is poised to reach 30 million tons by the end of this year – up from the 20 million tons reported in 2018 – most of it cargo from the Yamal LNG project and oil fields run by Russia's state hydrocarbon giant Gazprom. Coal also figures heavily in the new statistics.

The steady rise in cargo tonnage is sure to please the Kremlin. Russian government ministries have been scrambling since 2017, when President Vladimir Putin decreed that shipping volumes through the Northern Sea Route must meet 80 million tons by 2024.

The new figures were reported by Rosatom, Russia's state nuclear corporation, which has been given a broad mandate by the Kremlin to boost Moscow's dominance over the Arctic – a region that is becoming more accessible due to climate change.

The corporation has set out to accomplish that in various ways. First, it has sought a massive build out of its nuclear icebreaker fleet, mounting a multi-billion dollar effort to launch as many as five new ice-breaking vessels by the middle of this decade. It has also been tasked with revitalizing port infrastructure along the 5,600 kilometer sea corridor, which stretches from Novaya Zemlya to the Bering Strait. Much of the bureaucracy that issues permissions to shipping companies to sail through the Northern Sea Route – and collect tolls for icebreaker escorts – has also been put under Rosatom's command.

And just this week, Russian media reported that Rosatom will spend several billion more dollars to develop its own fleet of container ships – a move meant to siphon cargo shipments away from the Malacca-Suez-Gibraltar route, on which most traffic between Europe and Asia currently flows.

Absent from much of this planning are concerns about the Arctic's fragile environment. According to NASA, the Arctic's ice cover has shrunk by some 12.8 percent per year each year since 1979. Last year's ice cover was 42 percent lower than 1980's figures. This means that the Arctic is absorbing more solar radiation, causing polar temperatures to rise twice as fast as anywhere else on earth. More ships passing through the region means more soot collecting on what ice is left, making it yet more vulnerable to solar radiation. A hotter Arctic also means a more erratic jet stream, which drives more catastrophic weather throughout the rest of the world.

Some of the world's largest container shipping companies, like Hapag-Lloyd and CMA CGM, joined by many huge importers and exporters like Nike and H&M – have pledged to avoid sending cargo through Northern Sea Route over just these environmental concerns.

But Rosatom has said it could drive up shipping figures through the Arctic to 92 million tons a year by 2024, well beyond Putin's decreed goal.

At a time when the U.N. has warned that the world has no hope of avoiding the worst climate change has to offer unless its economies rapidly decarbonize, Russia's new Arctic traffic is made up almost wholly of hydrocarbons.

According to reporting from the Barents Observer, Rosatom's shipping figures for this year include 17.5 tons of oil, 23 million tons of coal and 41 million tons of LNG. The U.N. meanwhile said Tuesday that the world is on pace for a temperature rise of nearly four degrees Celsius by the end of this century.

Beyond that point, the U.N. reported, flooding will inundate most of the world's coastal cities – where about 40 percent of the planet's population lives. Severe heat, already intense in some countries, could become unbearable. Coral reefs, already dying in some places, would probably dissolve in increasingly acidic oceans.

Source: Bellona (https://bellona.org/news/arctic/2019-11-rosatom-says-shipping-is-up-on-the-arctic-despite-environmental-concerns?fbclid=IwAR1k95QCUVWJsSU_6lj6buxVnRi955OB-pJx_zQh6TLkAla3_jSN4E1RPg4)

The opinions expressed herein are the author's and not necessarily those of The Maritime Executive.



Army Corps of Engineers expands plan for Nome port

By: Elwood Brehmer (/authors/elwood-brehmer),

Alaska Journal of Commerce

Post date: Wed, 01/08/2020 - 9:38am



The U.S. Army Corps of Engineers released a draft plan Dec. 31 to deepen and expand the protected water area at the Port of Nome, the latest in a series of plans to grow marine facilities at the Western Alaska hub community published over the past decade. The \$611 million proposal would roughly double the length of the port's west causeway, seen here with a vessel moored, and add a nearly 1,400-foot breakwater with three large vessels docks in deep water. The east causeway-breakwater, at right, would be demolished and replaced with a larger structure farther to the east. The project, long a priority for Nome officials and Alaska's congressional delegation, would provide space for emergency response vessels and help support remote communities in the region through less costly goods brought in by larger vessels, according to corps officials. (Photo/Courtesy/US Army Corps of Engineers)



A broader look at the potential benefits of increased infrastructure has spurred the U.S. Army Corps of Engineers to grow plans for a bigger port in Nome.

Utilizing authority approved by Congress in 2016, Corps of Engineers officials in Alaska released their new, \$611 million proposal to overhaul the city-owned Port of Nome on Dec. 31, Alaska Chief of Civil Works Bruce Sexauer said.

The plan (https://www.alaskajournal.com/sites/alaskajournal.com/files/nome_port_draft_12_19.pdf), which would allow the remote Western Alaska port to accommodate larger tankers and cruise ships among other vessels, builds off of a \$210 million proposal in early 2015 to expand the area of protected water in front of Nome and dredge the area for larger vessels.

That design was generated in response to Shell's oil exploration in the Chukchi Sea at the time. When Shell announced that it had come up empty and would cancel its offshore Arctic exploration work later that year, the corresponding plan to renovate Nome's port to better handle oil and gas industry support vessels was scrapped as well.

Without the prospect of long-term oil and gas activity in the region, the direct need for expanding the Port of Nome couldn't be economically justified, Sexauer said.

However, Congress responded in 2016 by growing the scope of potential benefits the Corps is permitted to evaluate when considering bolstering marine infrastructure in Alaska.

Advertisement

The 2016 Water Resources Development Act, or WRDA bill, included a provision allowing Corps officials to consider the "viability of regions" when thinking about ports in Alaska, rather than strictly looking at a direct and immediate cost-benefit review for a given project.

"We could look at the entire region around Nome with all the remote villages and how their viability may be positively affected by a deep-draft port, so that was the basis for this analysis," Sexauer said in an interview. "It's more of a regional assessment that Congress authorized us to utilize to justify the project."

The primary benefit to residents of Nome and outlying communities would be potentially lower-cost goods brought in by larger vessels.

The latest draft Port of Nome Modification Feasibility Study contemplates several expansion options, but the plan recommended by the Corps calls for roughly doubling the length of the port's existing west causeway to reach approximately 2,100 feet farther into Norton Sound with a nearly 1,400-foot breakwater to protect harbor entrance from incoming waves. The L-shaped barrier would also hold two new 450-foot and one new 600-foot dock to handle the larger vessels that have started calling on Nome, according to Sexauer.

The existing east causeway-breakwater would be demolished and replaced with a larger, 3,900-foot causeway-breakwater that would greatly expand the port's outer basin. Approximately three-quarters of the material from the existing east causeway would be used to build its replacement, according to the study.

The bigger outer port basin would also be dredged deeper — from 22 feet currently to 28 feet — and the three new docks would be near the end of the longer west causeway-breakwater in an area dredged to at least 40 feet deep.

The 2015 plan called for adding 2,150 feet to the existing west causeway and dredging the harbor entrance channel to a maximum depth of 28 feet.

Members of Alaska's congressional delegation, state lawmakers and Defense and Coast Guard leaders in the state for years have emphasized what they believe is a need for an Arctic deep-draft port in Western Alaska as shipping traffic through the Bering Strait increases as a result of the ever-receding sea ice.



While not technically in Arctic waters, a renovated Port of Nome has been identified as the most practicable northern location for harboring emergency response, industry support and research vessels in Western Alaska.

Nome Port Director Joy Baker said a team from the city has been actively working with the Corps on every aspect of the project; she estimated they've gone through about a dozen rough design iterations for the project over the past year.

A primary goal for city officials is to relieve congestion at the port and generally make it easier for vessels of all sizes to utilize the facilities.

"The depth is a big issue because we've only got 22 feet right now," Baker said.

Baker added that she expects more activity at the port from fishing fleets as populations of cod, Pollock and other species historically confined by water temperatures to the southern Bering Sea move north with warming water over the long term.

More and more vessel companies from multiple industries are already using Nome for refueling and crew changes, she said.

Sexauer said fuel companies have started using larger vessels that anchor outside of the current harbor and lighter fuel to smaller vessels for transport to Nome or nearby villages since the last port expansion was contemplated in 2015 and the new plan could get those operations into protected water.

More and larger cruise ships have also started touring the Bering Strait and Arctic waters to the north and though the port wasn't designed specifically for them, it would also provide more facilities for cruise vessels, Sexauer said.

He also noted that while less winter sea ice has exposed the region's coast to more damaging winter storms that have caused major erosion problems in coastal communities, the warming has also allowed for longer construction seasons.

"There's a greater need for raw materials and supplies and fuel to meet those needs of a longer construction season," Sexauer said.

If the draft port design is finalized with few modifications — a determination made by Army Corps of Engineers leaders in Washington, D.C. — it could be up for legislative authorization late this year when Congress is expected to consider the next WRDA bill, according to Sexauer.

"We are working very hard to get this project approved in time for consideration in the next authorization bill," he said.

However, ultimately constructing the new infrastructure would be contingent upon Congress approving to spend the \$340 million federal portion of the project in a separate appropriations bill.

Baker said the city has conceptual plans to come up with its share of the project costs — roughly \$270 million — that include public-private partnerships and federal grants but more solid financing plans can't be made at least until the project is approved by Corps leaders.

Though it's just a draft at this point, Baker is confident this project will move forward this time because it almost has to, she said; there is no other place on the Western Alaska coast for large vessels to resupply or seek repairs. She also expects the oil industry to return to the region at some point.

"There is demand for search and rescue and oil spill response in the Arctic. The traffic is increasing — there's no question," Baker said. "I think folks are starting to realize we need to protect the northern coast."

The Army Corps of Engineers Alaska District is accepting comments on the Nome port proposal until Jan. 30.





Assembly approves tariff increase to fund Port of Alaska work

By Elwood Brehmer

ALASKA JOURNAL OF COMMERCE, ANCHORAGE

As of Jan. 1 it will be a little more expensive for most companies to move fuel and cement across the docks at the Anchorage port.

That's because the Anchorage Assembly approved new tariffs on the commodities on Dec. 17. While the import charges are regularly updated to account for inflation and operational costs at the port — renamed the Port of Alaska in 2017 — the latest tariff hike is significantly greater than normal in order to help fund construction of a new, roughly \$200 million petroleum and cement terminal, or PCT. The new PCT will be the first construction of new dock facilities at the aging port since 2010 when severe damage to installed sheet pile was discovered and the original port expansion project was halted. That project spent roughly \$300 million of public money but left little to show for it.

No one disputes that the badly corroded docks at the port need to be overhauled or replaced, but representatives from fuel and cement companies that use the port have consistently argued against immediate major tariff increases throughout the nearly yearlong debate on the issue. They insisted changes should not be made to tariff rates until a construction and funding plan was again in place for the overall port modernization project, not just the PCT.

In February, city officials presented an analysis to the Anchorage Port Commission, an advisory board, that concluded current tariffs of

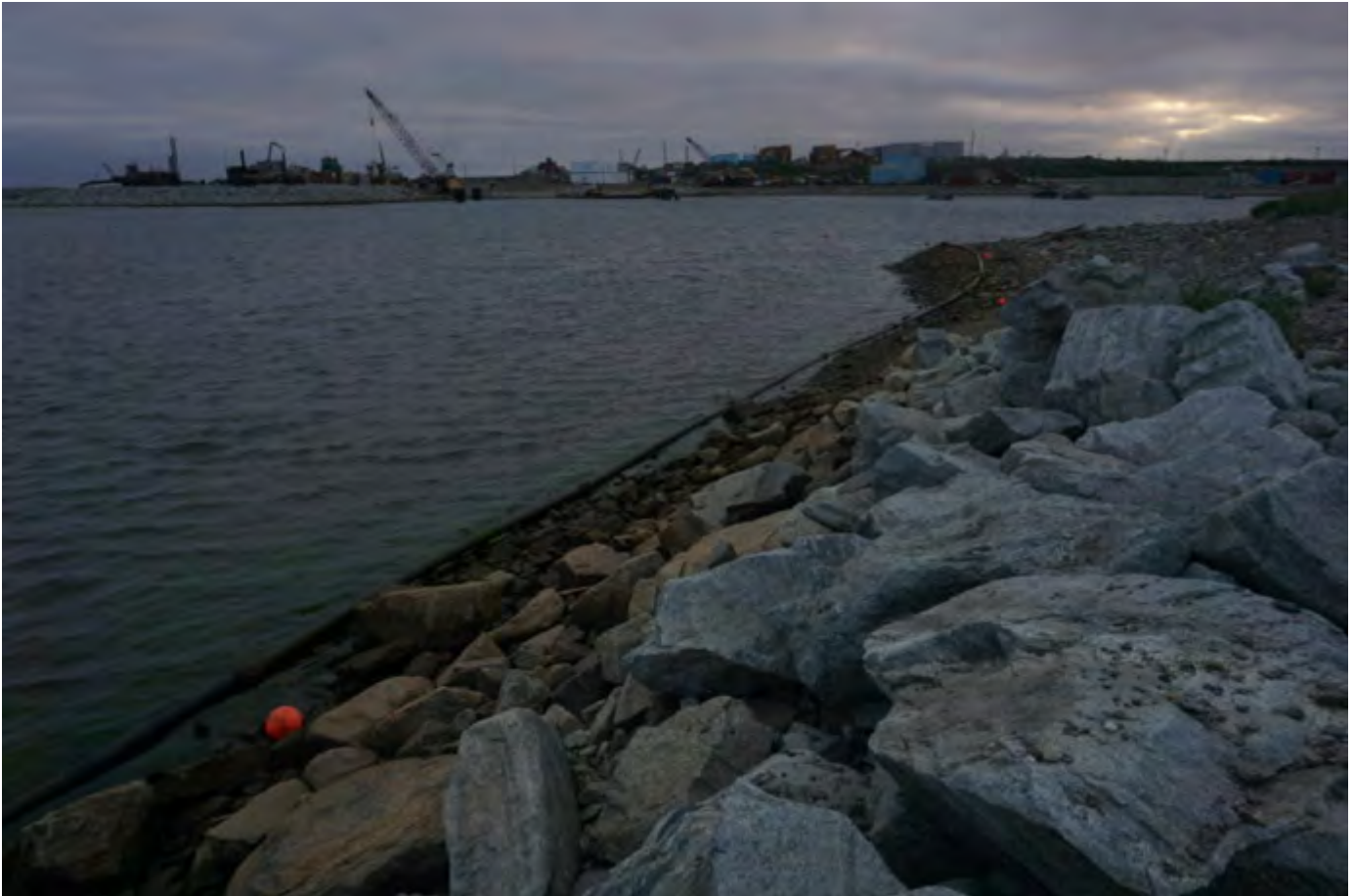


A protective jacket is installed on a wharf pile. JIM JAGER/PORT OF ALASKA

New Nome port expansion plans add marine animal protections, but don't increase depth

The new draft is open for public comment through January 30, and a final report is due this spring.

By **Melody Schreiber** - January 7, 2020



A part of the causeway that makes of Nome's existing outer harbor. The causeway would be extended under an Army Corps of Engineers plan. (Yereth Rosen)

The latest [draft](#) of a feasibility study for expanding the port of Nome, a key port in the U.S. Arctic, narrows expansion options and includes some configuration changes, but doesn't call for deeper dredging — a key consideration for any future uses.

The draft was released at the end of December by the U.S. Army Corps of Engineers. Its release triggers a period ending January 30 during which the public can submit

additional comments.

The Corps of Engineers recommend the “Alternative 8b” plan, which would deepen the port to 40 feet and dredge an outer basin to 28 feet, in addition to other projects in the port.

The total cost is estimated at \$491 million.

The Corps of Engineers released an [earlier version of the report last May](#), and this draft incorporates some of the public comments received at that time.

One significant change addresses the effects of construction on endangered and protected marine animals. To minimize the effects, including noise from pile-driving work, the engineers propose changing the dock design from a concrete caisson to a sheet pile dock.

In addition, the east causeway proposed in Alternatives 8a and 8b has been replaced with a combination of causeway and breakwater.



A photo shows Nome's outer harbor, including the existing causeway and breakwater that would be extended under a U.S. Army Corp of Engineers plan. (Yereth Rosen)

This draft report narrowed the alternatives down from 13 to seven, as well as the option of taking no action. Other changes to the various options include making changes to the existing breakwater, converting all or part of it to a causeway and creating different numbers of docks.

The alternative favored by the Corps of Engineers would still dredge the port to 40 feet. In May, Rep. Sean Maloney, a Democrat from New York, raised concerns about that depth. He said the port needed to be at least 45 feet deep in order to accommodate larger ships from the Coast Guard and Navy.

At the time, Joy Baker, Nome's port director, told ArcticToday that such details would be sorted out in the public comment periods, the first of which ended in June.

“If it needs to be 41 or 42 [feet], that’ll be sorted out when we go into final refinement before the report goes final and up to headquarters, which is towards the end of the year, first part of next year,” she said in May. “So, there’s plenty of time to weed out the specifics.”

Baker later told ArcticToday that the analysis revealed a 40-foot depth would be adequate for icebreakers and Arleigh Burke-class destroyers. The Port of Nome and the Corps of Engineers have communicated with both the U.S. Coast Guard and Navy, she said, and the 40-foot depth recommended in the report will meet their needs. (ArcticToday reached out to both services, and will update this story if they respond.)

Alternative 8a, which the Corps ruled cost-ineffective, would dredge up to 45 feet deep.

The cost of the study was split with the City of Nome, and the federal funding came from the Water Resources Development Act, a civil works bill. The purpose of this report was to examine the ways in which a port in Nome would address the community’s growing infrastructure needs, especially in a rapidly changing climate.

The study aimed to identify “a feasible solution that provides safe, reliable, and efficient navigation and mooring for vessels” serving Nome, the report says. Improving navigation could reduce the costs of goods being shipped into Nome — including construction materials to make aging infrastructure more resilient in the face of thawing permafrost, coastal erosion, rising sea levels and stronger storms.

One section of [WRDA 2016](#), however, does concede that such a port could provide “national security benefits,” and instructs the Corps of Engineers to consult with the Coast Guard and Defense Department on security uses.

In Washington, lawmakers have frequently focused on an Arctic port’s national defense potential.

The 2020 National Defense Authorization Act (NDAA) [calls for the potential designation](#) — but not the construction — of an Arctic strategic port.

And [recent legislation introduced to the Senate](#) would create a strategic port or ports to accommodate large military vessels in the Arctic. Sen. Dan Sullivan, a Republican from Alaska who introduced the bill, told ArcticToday that Nome was one of the options for such a strategic port.

Lawson Brigham, a researcher at the University of Alaska Fairbanks and a fellow at the Wilson Center's Polar Institute, told ArcticToday in an email that "Nome is the only viable place for an initial 'Arctic port.'"

Nome's location near the Bering Strait is critical in linking the Pacific and Arctic oceans, he pointed out, and facilitating international maritime traffic.

The Corps of Engineers should receive funding to construct an outer breakwater and wharf, Brigham said, and dredge the existing port to a depth of 40 to 45 feet.

Brigham said these "modest" infrastructure investments would allow access for a Coast Guard icebreaker, naval combatants, NOAA research ships, commercial vessels and more.

Public comments on the new draft report are open until January 30. The final report is expected to be released this spring and delivered to Congress in summer 2020.

This story has been updated.



NEWS RELEASE

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG.

For Immediate Release:
December 31, 2019
Release No. 19-026

Contact:
John Budnik, 907-753-2615
John.P.Budnik@usace.army.mil

Corps seeking public comments on draft Port of Nome study

JOINT BASE ELMENDORF-RICHARDSON – The U.S. Army Corps of Engineers – Alaska District prepared a draft Port of Nome Modification feasibility study and environmental assessment for the proposed navigational and marine infrastructure improvements serving the hub community of Nome.

The recommended plan, also known as “Alternative 8b,” intends to dredge a deep-water basin to minus 40 feet and an outer basin to minus 28 feet alongside several other marine infrastructure projects at the Port of Nome. The estimated total cost is \$491 million.

The purpose of this study is to identify a feasible solution that provides safe, reliable, and efficient navigation and mooring for vessels in the area. The project is needed to alleviate existing vessel restrictions that are imposed by insufficient channel depths and harbor area. Ship transportation in to the Port of Nome is presently limited by existing depths in the outer basin of minus 22 feet. This basin depth is inadequate to safely accommodate vessels of drafts greater than approximately 18 feet.

Comments will be accepted until Thursday, Jan.30. The feasibility study and associated documents may be viewed on the Alaska District’s website at: <http://www.poa.usace.army.mil/Library/Reports-and-Studies/>. On that webpage, look under “Documents Available for Public Review” and expand the Civil Works link.

Comments may be submitted to the address below or via email to:
Brent.S.Howard@usace.army.mil.

U.S. Army Corps of Engineers, Alaska District
ATTN: CEPOA-PM-C-ER (Howard)
P.O. Box 6898
Joint Base Elmendorf-Richardson, Alaska 99506-0898

#

U.S. ARMY CORPS OF ENGINEERS – ALASKA DISTRICT
P.O. Box 6898, Joint Base Elmendorf-Richardson, AK 99506-0898
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<http://www.twitter.com/AlaskaCorps>



Memo

To: Glenn Steckman – City Manager
From: Lucas Stotts – Harbormaster
CC: Joy Baker – Port Director
Date: January 10, 2020
Re: 2nd Quarter Report F2020

Staffing:

Office Manager Caitlin LeClair finished assisting with the fall storage billing and reconciliation of 2019 activity. Assistant Harbormaster Chris Schuneman shifted to Public Works on November 15th, to assist with snow removal for the winter. New hire, Justin Horton, hired for the position of Dock Watch, was laid off on November 1st as facility operations wind down.

Operations:

The Port facility continued to see steady vessel traffic throughout October with both cargo and fuel operations continuing through the majority of the month. Although the shipping companies were in Port a little later in the season than normal, they were able to wrap up final local/ village deliveries and prepare their end of the year southbound loads. Multiple fueling operations took place either offshore or at the docks every day from Oct 1st to 21st as vendors topped off their winter fuel supply and lightered product from offshore to shore-side tanks or to lightering vessels for regional fuel deliveries.

The USCG icebreaker *HEALY* was offshore Oct 12th – 16th, as was Canadian vessel *SIR WILFRED LAURIER*, with both conducting shore leave and crew changes. Research and fishing vessels *SIKULIAQ* and the *NORTHERN LEADER* used the facility for crew transfers Nov 7th and 9th, which is Nome's latest docking for commercial vessels to date. During these three months (Oct-Dec 2019), total days at the dock by vessel type were; 16 cargo, 38 fuel, 7 gravel and construction, 3 research, 1 misc., 53 anchored and 6 government.



(Tanker *GS FORWARD* and Crowley Tug *NACHIK/165-1* offshore Nome during lightering operations)



(Alaska Logistics- *FISH HAWK/ LOGISTICS PROVIDER* (front) and Tanker *GS FORWARD*)

Users of the Small Boat Harbor (SBH) typically begin to haul out their vessels for the season during late September and throughout October and early November as ice forms in the facility. As the water begins to freeze most users shut down operations and haul out while others work with port staff on use of the SBH, outer harbor basin and Causeway docks for moorage based on ice and weather conditions. Recent years have seen changes to the spring and fall shoulder seasons at the facility with full freeze up occurring later and later each season. This has led users to stay in the water longer and fight the forming ice conditions as they determine if they can continue to operate later into the season. Port staff continue to work with the Port Commission to determine best practices in managing our fleet's access during this time to prevent vessels from freezing in at the waterline, while also keeping the facility open for as many operational days as can be done safely.

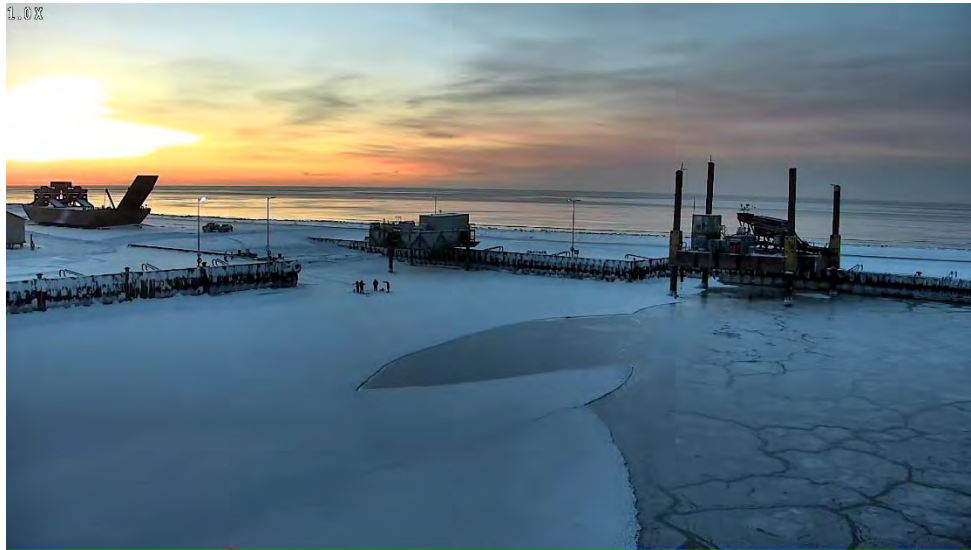
Maintenance:

The month of October is very busy with end of the season maintenance tasks around the Small Boat Harbor and Causeway such as:

- Winterize fuel transfer container vans and spill response equipment.
- Winterize and remove security shack.
- Removal of dock ladders from Small Boat Harbor and Causeway.
- Removal of Small Boat Harbor camel fenders
- End of the season dock surface work after fall storm erosion.
- Winterization and removal of SAR/work boat *GUARDIAN* and work skiff from water.
- Winterize potable water trailer and prep for spring.
- Winterize port vehicles and transition F250 flatbed to Public Works road crew for winter sander use.

Maintenance scheduled for spring 2020:

- Inspect steel pontoons on Floating Docks. Replace old zinc anodes, add cleats and notch D-rubber for installing new Up-N-Out safety ladders.
- Replace Causeway marine fuel headers air hose connections and ball valves.
- Remove and replace SBH ladder hand rails with heavy duty hand rails.
- Re-align floating dock anchor chain system and install additional anchors at the end of each finger.
- Increase chain lengths on south wall camel fenders to hang individually.
- Install new ring buoy stands on Middle Dock and other locations around facility.



(Jack-up mining platforms stored for winter in Small Boat Harbor/ local fishermen (left) 11/29/19)

Vehicle Status:

2012 GMC Sierra Crew Cab 4X4 (Good) Needs cracked windshield repaired (2020/2021)

2008 GMC Ext Cab 4X4 (Fair) Minor dents and scratches. Rear suspension needs work.

2002 FORD F350 Flatbed (Fair) Possible transition to PWR for fulltime use with sander/other.

2005 CHEVY Trailblazer (Fair) Leaks and burns engine oil, engine ticking noise.

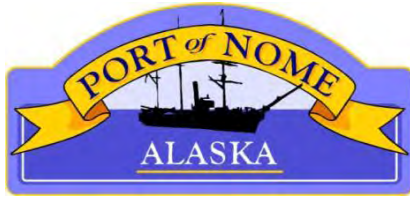
2010 Guardian Trailer (Good) Minor lights to be replaced 2020 season.

2010 Guardian SAR/Workboat (Good) New bottom pain and zinc anodes spring 2020.

Explore options to purchase new port vehicle in 2020/2021 season.

Accounting:

Collection efforts remain a constant during the off season with attempting to contacting customers on the Accounts Receivable list, then working through the city impoundment process to obtain payment on those that do not pay. Impoundment process in December resulted in 11 vessel or equipment impoundments, most of which have contacted port staff and are currently working on payment plans. Those items still that remain impounded and on the unpaid list April 15th, 2020 will be sold at public auction in May 2020. As of December 31st, we have achieved 82% of budgeted FY20 revenue, with 42.6 % expended.



Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Common Council; Nome Port Commission
Date: 1/10/2020
Re: Monthly Report/Capital Projects Update – January 2020

Administrative:

Port staff currently consists of myself and Harbormaster Stotts, who remains busy processing impounds on unpaid accounts that have collateral on port property, resolving customer billing questions, Port Commission work sessions/packets, procurement for 2020 season, and assisting with the mid-year budget amendment. Public Works has asked him to assist with hauling snow several times, but otherwise he has been focusing on the above, and continues to receive some management tasks from my office.

On my desk, the release of the final draft of the Corps Feasibility Study for Agency Technical Review (ATR) on 31 Dec 2019 requires that a review the 969 page document be completed by 30 Jan 2020. Thus far our panel has noticed a few items worthy of commenting, with those and any further concerns submitted prior to the deadline. Additionally, we are also working with the Corps on the CAP 107 project to deepen the inner harbor another 2 feet, and also getting the required submittals to EDA on the ramp replacement project grant, prior to awarding the engineering services agreement the end of Jan. Budget amendments, tariff review & discussion with the Port Commission, planning for in-house 2020 projects and seeking funding for higher cost outside projects, and submitting WIK reports to the Corps for the feasibility study keep things moving at a rapid pace on my desk.

The Port Commission held a third work session on 9 Jan 2020 to discuss tariff language/rules updates, as well as the fiscal condition of the port that bears consideration of rate increases. The next tariff work session and regular meeting is scheduled for 16 Jan 2020, where we hope the final tariff markup will be approved through a motion in the regular meeting, and forwarded to the City Council for 1st reading on 27 Jan 2020. However, additional Port Commission may be required to finalize the plan of actionable steps to address the port's fiscal health as a whole, for submitting to the Council as requested in spring of 2019.

The Alaska Association of Harbormaster's and Port Administrator's (AAHPA) 2020 Conference is still scheduled to be held in Nome, with final date selection of September 21-25, 2020. Harbormaster Stotts and I spoke with the AAHPA Board of Directors on 9 Jan, to start framing the agenda, venues, lodging, entertainment, and other related activities. We anticipate between 90-100 attendees, plus other vendors and presenters. We expect this to be a nice economic boost to Nome that week, and a great bit of fun for the group.

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

The Alaska Corps District released updated draft of the Nome Modification Feasibility Report 31 Dec 2020 for public comment during the final Agency Technical Review (ATR). This is being done to assist in identifying any important element that has been overlooked or any policy regulation incorrectly applied. Comments are due back to the Corps by 30 Jan 2020, and will be addressed throughout Feb 2020. The resulting final report will be submitted to Corps HQ in March/April 2020 for review and signature by the Chief of Engineers, Civil Works.

- Anyone with questions, can contact me at 907-304-1905 or jbaker@nomealaska.org, and the full report can be found through a link on the Port of Nome page at www.nomealaska.org.

Sediment at Causeway Bridge:

The Operations Branch of the Alaska Corps District is investigating options for removing the sediment to the west of the Causeway Bridge. Port staff, a couple Commissioners, and the City Engineer will be providing input during a teleconference on 14 Jan 2020, to assist with planning and methodology. The work may occur in summer or winter, depending on the method selected to remove the accreting material in order for the system to function properly.

Harbor:**Inner Harbor Deepening to -12.5' MLLW (Section 107 Corps CAP Program):**

The Alaska Corps District recently received the attached memos, one of which authorizes the separation of the General Investigations (GI) Study on the Arctic Deep Draft Port, from the Continuing Authorities Program (CAP) Project, which is to deepen the inner harbor from 10.5-feet to -12.5 MLLW. The second attached memo approves the Preliminary Fact Sheet required to determine whether there is federal interest in the project. The District awaits final concurrence from the Director of Civil Works, and once received, will allow allocation of federal study funds and execution of the Feasibility Cost-Share Agreement (FCSA) with the City. The study is estimated to cost approximately \$1.3M over a 3-year period, at a 50/50 split with the City of \$656K (see attached estimate/schedule), and funded by a portion of the 2019 Alaska DCCED grant award.

Concrete Launch Ramp Replacement Project:

An RFP for Engineering Services was released on Mon – 16 Dec 2019, with proposals due by 16 Jan 2020. The selected firm will be finalizing the scope of work, design and specifications, preparing construction bid documents and conducting inspection and compliance throughout the project. We anticipate the design to be complete in mid-Feb, with bid docs out by early to mid-March.

Snake River Moorage & Vessel Haulout Facility:

US Department of Transportation have announced their intent to release a number of 2020 grants that are targeted to fund port and other transportation infrastructure projects. We are tracking the website for the release of the various Notice of Federal Funding Opportunities (NOFO's) to determine project eligibility.

Port Industrial Pad:**West Nome Tank Farm (Property Conveyance):**

The USAF recently provided new information on the release of the property transfer documents, which have finally made it to the Alaska USAF Commander's desk for signature. These documents will include a draft agreement with a detailed breakdown of each party's short and long-term responsibilities for the property. *Port/NJUS staff and the City Engineer did a site visit in mid-October to discuss the long-range development plan for these 7 acres, with a focus on access, drainage and modifying the pad to increase usability.* (More to come as it develops.)

Port Rd. Improvements (ADOT Project cost-shared with City/Port):

Alaska DOT has been working with PDC Engineers to finalize the scope of the design to improve the Port Rd in 2021, as part of their efforts to improve the main local roads. Discussions are taking place to determine impacts of increased trucking on the newly constructed surface from potential port construction as well as growing demands to move gravel, rock and cargo. Additional considerations on burying overhead power lines has stalled based on known contamination along USAF property, but other options are being vetted to try and achieve the goal of having no overhead lines across the road enroute to the port.

External Facilities:**Cape Nome:**

City staff have received additional questions from Alaska DHS during their reconciliation of the final submittal for reimbursement, and have submitted responses. We await final closeout and the last reimbursement payment.

Italics reflects information with\ no change from last report. Additional information is available on request.



DEPARTMENT OF THE ARMY
PACIFIC OCEAN DIVISION, U.S. ARMY CORPS OF ENGINEERS
573 BONNEY LOOP, BUILDING 525
FORT SHAFTER, HAWAII 96858-5440

CEPOD-PDC

DEC 16 2019

MEMORANDUM FOR Commander, Alaska Engineer District (CEPOA-PM-C/Jenipher Cate), P.O. Box 6898, JBER, AK 99506-0898

SUBJECT: Approval to continue a Continuing Authority Program (CAP) study and Investigations study at the Port of Nome

1. References:

a. Memorandum, CEPOA-PM-C, 25 Nov 19, subject: Approval to continue a Continuing Authority Program (CAP) study and Investigations study at the Port of Nome (Encl).

b. EP 1105-2-58, Continuing Authorities Program, 1 Mar 19.

2. As detailed in reference 1.a., I approve your request to continue with both the Investigations and CAP studies as two separate navigation projects at the Port of Nome. The policy requirements specified in reference 1.b. have been satisfied.

3. POC for this action is Ms. Sharon Ishikawa, POD CAP Manager, Civil Works Integration Division, at 808-835-4621 or sharon.m.ishikawa@usace.army.mil.

Encl

THOMAS J. TICKNER, PMP
Brigadier General, USA
Commanding



DEPARTMENT OF THE ARMY
PACIFIC OCEAN DIVISION, U.S. ARMY CORPS OF ENGINEERS
573 BONNEY LOOP, BUILDING 525
FORT SHAFTER, HAWAII 96858-5440

DEC 18 2019

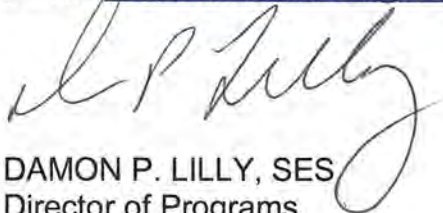
CEPOD-PDC

MEMORANDUM FOR Commander, Alaska Engineer District, U.S. Army Corps of Engineers (CEPOA-PM-C/Leif Hammes), P.O. Box 6898, JBER, AK 99506-0898

SUBJECT: CAP 107 Nome Harbor, Alaska, Continuing Authorities Program (CAP) Section 107 Preliminary Fact Sheet

1. Reference Memorandum, Alaska District, CEPOA-PM-C, dated July 30, 2019, subject CAP Section 107 Nome Inner Harbor (Encl 1).
2. POD has reviewed and approves your revised Continuing Authorities Project (CAP) Preliminary Fact Sheet (Encl 2) for the subject project that was received by email on 30 July 2019. Your revised Preliminary Fact Sheet satisfactorily demonstrates federal interest and all comments submitted by POD reviewers have been addressed. Subsequent to submittal of the Preliminary Fact Sheet, BG Tickner approved the continuation of the CAP and Investigations studies as two separate navigation projects at the Port of Nome (Encl 3).
3. Your Section 107 Fact Sheet will be submitted to our POD HQ Regional Integration Team for concurrence by HQUSACE, Director of Civil Works, to continue with feasibility study efforts. The CAP Feasibility Cost Sharing Agreement shall not be executed until we have received HQUSACE concurrence to proceed with this project. Additional guidance will be provided once we have received concurrence.
4. The POC for this action is Ms. Sharon Ishikawa, POD CAP Manager, Civil Works Integration Division, at 808-835-4621 or via e-mail: sharon.m.ishikawa@usace.army.mil.

Encls


DAMON P. LILLY, SES
Director of Programs

Nome Section 107 Feasibility Budget	
Civil Works	
Project Management	\$ 55,000
Planning	\$ 65,000
Economics	\$ 75,000
Environmental & Cultural Resources	\$ 85,000
Branch Oversight (13%)	\$ 36,400
Civil Works Sub-total	\$ 316,400
Chemical sampling of sediment	\$ 90,000
Geotech	\$ 234,000
Survey and Geomatics	\$ 97,381
Hydraulics & Hydrology	\$ 296,000
Cost Engineering	\$ 50,000
Engineering oversight	\$ 22,000
Real Estate	\$ 22,000
Engineering Sub-total	\$ 811,381
ATR	\$ 65,000
Contingency (10%)	\$ 119,278
Total	\$ 1,312,059

Table 2. Proposed Schedule

Milestone	Date
Federal Interest Determination	August 2019
Execute FCSA	Feb 2020
MSC Milestone Meeting	Oct 2021
Fact Sheet/Decision Document	January 2022
Division Approval	March 2022
PPA execution	September 2022



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Draft Integrated Feasibility Report and Supplemental Environmental Assessment

Port of Nome Modification Feasibility Study Nome, Alaska



December 2019

Draft Integrated Feasibility Report and
Supplemental Environmental Assessment

Port of Nome Modification Feasibility Study
Nome, Alaska

Prepared by
U.S. Army Corps of Engineers
Alaska District

December 2019

EXECUTIVE SUMMARY

This General Investigations study is being conducted under authority granted by Section 204 of the Flood Control Act of 1948, which authorizes a study of the feasibility for development of navigation improvements in various harbors and rivers in Alaska. This study is also utilizing the authority of Section 2006 of WRDA, 2007, Remote and Subsistence Harbors, as modified by Section 2104 of the Water Resources Reform and Development Act of 2014 (WRRDA 2014) and further modified by Section 1105 of WRDA 2016. Section 2006 states that the Secretary may recommend a project without demonstrating that the improvements are justified solely by National Economic Development (NED) benefits, if the Secretary determines that the improvements meet specific criteria detailed in the authority. Additionally, Section 1202(c)(3) of WRDA 2016 “Additional Studies, Arctic Deep Draft Port Development Partnerships” allows for the consideration of transportation cost savings benefits to national security. The proposed port modifications intend to improve navigation efficiency to reduce the costs of commodities critical to the viability of communities in the region. This study has been cost-shared, with 50 % of the study funding provided by the non-Federal sponsor, which is the City of Nome, per the Federal Cost Share Agreement.

The Port of Nome is a regional hub port located on the Seward Peninsula and adjacent to the Norton Sound, which is centrally located along the Western Alaska coast. Nome has no access to the Alaska road system and is approximately 545 miles northwest of Anchorage, Alaska. Previous studies going back to at least 1997 by the United States Army Corps of Engineers (USACE) and others identify Nome as a major regional center of waterborne transportation and recommend improvements to the marine navigation system.

The purpose of this study is to identify a feasible solution that provides safe, reliable, and efficient navigation and mooring for vessels serving the hub community of Nome, Alaska. The project is needed to alleviate existing vessel restrictions that are imposed by insufficient channel depths and harbor area. Ship transportation into the Port of Nome, also referred to as the Nome Harbor, is presently limited by existing depths in the Outer Basin of minus 22 feet (ft) mean lower low water (MLLW). This basin depth is inadequate to safely accommodate vessels of drafts greater than approximately 18 ft. Vessel traffic in the Arctic, coupled with limited marine infrastructure and available draft in Nome and the region, results in operational inefficiencies, vessel damages and decreased safety, increased costs of goods and services, and threats to the long-term viability of surrounding communities. A robust and efficient transportation hub at Nome is foundational to the long-term viability of communities in the region. As the United States’ only deep water port in the Arctic, Nome provides a critical link between these communities, the rest of Alaska, and beyond. Remote Alaska communities face challenges that are complex and multifaceted. The viability of a community is based on its ability to survive and thrive. Factors impacting community viability include (but are not limited to): economics, costs to add or replace critical infrastructure, risk of

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relocation, food security and access to resources for subsistence, and outmigration. While it is difficult to quantify a direct link between a Nome navigation project and improvements to the viability of a community, Port of Nome improvements can strengthen the resiliency of the region.

One aspect contributing to the viability of a community is the need to initially construct or replace aging or threatened critical infrastructure from the effects of climate change: thawing permafrost, rising sea levels, more frequent storms, and coastal erosion. Given a lack of infrastructure in some communities and inadequate systems in others, combined with challenges from climate change, the need for water and sewer improvements in the region is profound.

The viability of some villages in the region, and the safety and quality of life for the residents of those villages, is so threatened by climate change that they are considering relocation. The total rough order of magnitude cost for immediate relocation of two villages (Shaktolik and Shishmaref) and phased relocation of an additional three villages (Teller, Golovin, and Unalakleet) totals over 1 billion dollars. The Port of Nome as a hub port for the region is in a position to support construction projects in the region by being a point of entry for construction goods that could be more efficiently delivered in larger volumes to Nome than the villages that lack a deep draft port. This could improve cargo reliability to the outlying villages as the large construction projects.

This draft Integrated Feasibility Report and Supplemental Environmental Assessment (IFREA) documents the analysis and coordination conducted to determine whether the Federal Government should participate in navigation improvements at Nome, Alaska that would ultimately provide benefits to the entire region identified as the Bering Strait Region lands, and determines the feasibility of Federal participation in potential improvements. This Supplemental EA is being released for public review. An IFREA document was previously released for public review in May 2019. Since that time, POA determined that changes in the project construction would cause effects to various endangered and protected marine mammal species. Specifically, the change in dock design from a concrete caisson to sheet pile dock causes higher noise impacts during construction than initially anticipated due to the pile-driving work now required.

Proposed modification to the Port of Nome improves navigation, provides safe, reliable, and efficient waterborne transportation systems for movement of commerce, national security, and recreation at the Port of Nome. The Port of Nome currently includes two basins, an Inner and Outer Basin. The Inner Basin is not part of this study. The study considers a wide range of measures and alternative plans, and the environmental consequences of those alternatives. Except for dredging and navigation aids, none of the non-structural measures were carried forward because they did not meet the planning objectives and criteria given site conditions, or they were already being considered or being implemented by the non-Federal sponsor at this time. Structural measures that were carried forward were combined to develop an initial array of alternatives evaluated, which were then screened to identify a final array of alternatives.

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In addition to a “no action” plan (Alternative 1), 13 alternatives were initially evaluated. This initial array of alternatives was screened based on their ability to meet the project-specific objectives and performance criteria. Seven alternatives, including no action, were carried forward and evaluated with various dredge depths (Alternatives 1, 3a, 3b, 3c, 4a, 8a, and 8b). Dredged material management was evaluated as a separable element that did not influence plan selection because the same placement/disposal option and dredge method applied to all the alternatives. All of the structural alternatives generally included modifications that create a Deep Water Basin of varying sizes and depths at the entrance to the existing Outer Basin, increase the entrance channel width to the Outer Basin, and add docks for berthing.

Table ES-1. General description of modifications by alternative.

Alternative Number	Description of Modification⁽¹⁾
1	No Action
3a, 3b, 3c	2,340 ft long L-Shaped West Causeway extension to approximately -30 ft MLLW and modification of the East Breakwater
4a	Similar to Alternative 3a-3c, except a portion of the East Breakwater is converted to a combination causeway/breakwater aligned along F Street
8a, 8b	3,937 ft (Alt. 8a) or 3,484 ft (Alt. 8b) West Causeway extension to approximately the -45 ft MLLW bathymetric contour (Alt 8a) or -40 ft MLLW (Alt 8b), removal of the East Breakwater, and construction of a new East Causeway aligned with F-Street

Note: (1) All the alternatives include additional docks, dredging to -28 ft MLLW in Outer Basin, dredging between -30 and -40 ft MLLW in the Deep Water Basin, and new utilities (fuel header, pipelines, water and electrical), except the No Action Alternative. Each alternative also includes a nearshore placement area for dredge material.

The measures or features that differentiated between the alternatives ranged from minimal changes to the existing east breakwater (Alternatives 3a, 3b, and 3c), converting a portion or all the east breakwater to a causeway (Alternative 4a), and varying the number of docks, to the most extensive modification of removing the east breakwater and replacing it with a causeway further to the east (Alternative 8a and 8b). Nearshore placement of the new work dredge material and beach placement of the future maintenance dredge material was selected for each alternative.

The significant design changes from the draft report released in May 2019 are: 1) the dock’s design has changed from caissons to a sheet pile design, and; 2) for Alternative 8a and 8b the east causeway has been replaced with a combination causeway/breakwater rather than an all causeway design.

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The alternatives carried forward were evaluated using multiple analyses to identify a tentatively selected plan (TSP) including:

- National Economic Development (NED) analysis without and with national security benefits
- Cost effectiveness/ incremental cost analysis (CE/ICA) for other social effects (OSE) (as part of the Section 2006 analysis) without national security benefits and with national security benefits (Section 6.5)

No alternative plan reasonably maximized benefits or resulted in a positive benefit-cost ratio (BCR), indicating that a plan could not be selected on the merits of the NED analysis with or without national security benefits. Although the BCRs improved after considering national security benefits, they were still below one so no NED plan was identified. National Security contributions of alternative plans were evaluated in terms of a unit referred to as National Security Units (NSUs). The national security benefits originated from United States Northern Command (NORTHCOM) and United States Coast Guard (USCG) fuel savings estimates that would result if fuel was obtained at the Port of Nome versus more southern ports.

No NED plan was identified, with or without national security benefits as presented in the table below in \$1000s. Costs and benefits are shown at FY20 Price Levels and using the FY20 discount rate of 2.75 %.

Table ES-2. NED Analysis Summary for Plans also identified as Cost-Effective or Best Buys per the CE/ICA in \$1000s.

Alt. & Depth	AAEQ Benefits w/o NS ⁽¹⁾	Benefits w/ NS	AAEQ Costs	Net Benefits w/o NS	Net Benefits w/ NS	BCRs ⁽²⁾
3a 40 ⁽³⁾	\$2,203	\$12,873	\$14,629	-\$12,426	-\$1,756	0.2/0.9
4a 40	\$2,068	\$12,738	\$17,722	-\$15,654	-\$4,984	0.1/0.7
8a 40	\$2,068	\$12,738	\$28,637	-\$26,569	-\$15,899	0.1/0.4
8b 40	\$2,068	\$12,738	\$27,300	-\$25,232	-\$14,562	0.1/0.5

Notes: (1) NS = National Security also referred to as Government benefits in the Economic Appendix. (2) The first number before the back slash is the BCR without government (national security) benefits (Gov't) and the second is with government benefits. (3) The alternative designation includes the alternative number (3a) number and the reference to the Deep Water Basin depth (40 = -40 ft MLLW).

Without a NED plan, Section 2006 allows selection to be supported by a CE/ICA. For the CE/ICA, multiple OSE benefit categories important to community viability were developed. These categories were ranked as they related to each alternative plan with a qualitative scoring system, and then the scores were combined for each alternative to create a community viability unit (CVU) score. The CVU score and related cost for each

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plan were evaluated using the Institute of Water Resources (IWR)-Planning suite to identify the best buy plans of Alternatives 4a, and 8a, with 8b a cost-effective plan. For these plans the dredge depth for the Outer Basin is -28 ft MLLW plus 1 foot over dredge (-29 ft MLLW) and the Deep Water Basin is -40 ft MLLW plus 2 ft of over dredge (-42 ft MLLW).

For the purpose of the main alternatives evaluation, NSUs are considered separately from CVUs. The CE/ICA without national security benefits identified three Best Buy plans (No Action and Alternatives 4a and 8a), and two Cost Effective plans (Alternatives 3a and 8b). When considering national security Alternative 8a changed to Not Cost Effective and the formerly Cost Effective plans become Best Buy plans. The NED analysis and CE/ICA results for these four active plans are summarized in Table 31 and Table 32, respectively.

Table ES-3. CE/ICA Summary for Plans identified as Best Buy or Cost-Effective.

Alt.	Total Cost (in \$1000s)	CVUs w/o NSUs ⁽²⁾	CVUs w/ NSUs	Type w/o NSUs	Type w/ NSUs
3a 40 ⁽¹⁾	\$324,798	500	500	Cost Effective	Best Buy
4a 40	\$386,900	875	1,775	Best Buy	Best Buy
8a 40	\$644,935	1,000	2,000	Best Buy	Not Cost Effective
8b 40	\$631,019	950	1,950	Cost Effective	Best Buy

Notes: (1) The alternative designation includes the alternative number (3a) number and the reference to the Deep Water Basin depth (40 = -40 ft MLLW). (2) NSUs = National Security Units also referred to as Government benefits in the Economic Appendix

Selection of the Tentatively Selected Plan (TSP) (Alternative 8b/the agency's preferred alternative) became more complicated without an identified NED plan, and the CE/ICA identifying several Best Buy and Cost Effective Plans. Alternative 8b was selected over Alternative 8a because the total project cost of the former is lower by approximately \$13.9 M and both alternatives performed well in a navigation simulation. Alternative 8b was selected over Alternative 4a even with a higher total cost of approximately \$244.1 M because of maneuverability and safety concerns expressed by the pilots that participated in the navigation simulation and as documented in the Alaska Marine Pilots LLC letter dated 26 August 2019 (see discussions in Section 6.2 and Appendix C, Section 4.2).

This pilot's letter expresses safety and maneuverability concerns associated with the smaller dimension plan (specifically Alternative 4a) and the pilot concerns over the utility of Alternative 4a operations, adequacy of the entrance channels and turning basins, and unsafe conditions during turns and docking. The pilots noted that Alternative 4a does not have adequate maneuvering room and every dock must be vacated of moored vessels when large vessels are accessing the Outer Basin. While the pilots were able to

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successfully navigate the Outer Basin of 4a with vessels at docks, these runs required precise maneuvers that would not have been attempted with actual vessels due to damage and safety risks. The pilots also noted that a very unsafe condition of full stopping power of assist tug and vessel astern power were required with no margin for error to stop the vessel in the Deep Water Basin of Alternative 4a, and if deceleration operations were initiated too late in the dock approach or stern winds increased, there would be no means to prevent the vessel from colliding with the structure.

The use of maximum assist tug power is considered a very unsafe condition, and the USACE would recommended that more powerful tugs than those used in the ship simulations (1700 horsepower [hp]) be used in the new harbor: however, the availability of tugs was not studied during this effort. Both the sponsor and the pilots indicated that it would be difficult to find and sustain tugs larger than the 1700 hp size at Nome due to vessel availability and the expected frequency of use. Pilot comments during the ship simulator suggested tolerable wind speeds for navigation through Alternative 4a would be 10 knots and wind speeds for 8B would be 20 knots. Based on the airport wind analysis, pilot wind speed requirements to navigate the harbor for 4a would be exceeded 36.3 % of the time during the open water season, whereas conditions to navigate 8B would be exceeded 2.6 % of the time.



Figure ES-1. Tentatively Selected Plan (Alternative 8b)

The Outer Basin modifications include removing the existing breakwater spur from the south end of the existing West Causeway, extending this causeway to deep water, and increasing the entrance width to the Outer Basin. The existing east breakwater is removed with approximately 75% of the generated materials reused in the new project features (causeways and/or breakwaters). A new East Causeway/Breakwater combination, approximately aligned with F-Street extends to approximately -25 ft MLLW with a total length of 3,900 ft (2,400 ft causeway/1500 ft breakwater). The Outer Basin channel entrance width increases to approximately 670 ft, and 400 ft long docks are added to the West and East Causeways. The Outer Basin is deepened from -22 ft

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MLLW to -28 ft MLLW. The maximum pay dredge depth in the Outer Basin is -29 ft MLLW.

The new Deep Water Basin is formed by extending the West Causeway by approximately 3,484 ft to a depth of -40 ft MLLW. This extension is “L” shaped with the north-south trending section 2,100 ft long and the west-east section 1,384 ft long. The “L” shaped opening faces east, which provides wave protection for the Deep Water basin during west and south winds. Two 450-foot and a 650-foot long dock are incorporated in the West Causeway extension. The Deep Water basin is deepened to -40 ft MLLW with a maximum pay dredge to -42 ft MLLW. A summary of the plan components are presented in Table 34 followed by additional narrative.

Mitigatory measures identified to date include the beneficial relocation and reuse of cobbles and boulders (potential juvenile crab habitat) that are recovered from the seafloor during project construction dredging, avoidance of marine mammals and protected species during construction activities, and minimization of impacts to significant cultural resources by having an archaeologist present during all land construction activities. The proposed new east causeway would also include a breach and bridge to allow for nearshore fish passage.

Remaining risks and uncertainties fall within the categories of study, implementation/construction, and operation, and are discussed in Section 6.8. The remaining study risks include an accelerated study schedule (high), and finalizing a Government-to-Government Memorandum of Agreement (MOA) with Federally-recognized tribes (low). Implementation risks of identifying an alternate sediment disposal site for the dredged material, a new breakwater alignment or change in dredge assumptions that could increase cost were categorized as low risk. Implementation risks regarding performing marine mammal surveys, developing an Incidental Harassment Authorization application, and coordinating in the development of a Biological Opinion during Preconstruction, Engineering and Design (PED) were characterized as low to medium, with the higher risk driven by potential weather delays of field work. Operation risks were also characterized as low risk and include a change to existing laws on benthic trawling and commercial fishing that could change the composition of vessels in the area, changes due to oil and gas development that could change vessel traffic in the Arctic, unanticipated sedimentation that would affect O&M, impacts of sea level change and uncertainty whether assumptions regarding shippers’ potential change in their own operations would materialize.

The specific economic risk for this project is the opportunity to realize uncertain transportation cost savings by making modifications to the port. This opportunity is triggered by the local sponsor’s desire for a larger port with deeper basins and more docks that can produce the cost savings benefit. The consequence of this opportunity being realized is a cost savings to western Alaska shippers and the Nation. In order for these cost savings benefits to be realized vessel traffic volumes must remain steady or

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increase over the foreseeable future, and modifications to the port need to allow enhanced maneuverability or delay reductions.

There is uncertainty whether shippers would shift to newer, or larger, or more fuel efficient vessels to move the existing commodities into and around Nome. If they do, this should lead to increases efficiencies, and take advantage of economies of scale available to them with the modified port. The benefits developed for this project do not rely on a significant increase in Oil and gas development in the arctic. This condition could change rapidly with future offshore oil and gas resource discoveries; which may significantly increase benefits and cost savings. The risk identified in the paragraph above is part of an uncertainty in the assumption made for this report in that the larger fuel vessels would change their current behavior and prefer to off-load fuel in the port, rather than anchor off-shore and lighter fuel or act as “floating gas stations” for the smaller fuel barges that deliver fuel to outlying communities in the region.

Project cost sharing of the general navigation features is based on “Project First Cost.” Project First Cost is the monetary outlay of constructing the project, brought to the effective price level (Fiscal Year 2020) and does not include inflation. This financial cost is different than an economic cost used in BCRs for alternative selection. Economic costs include all of the opportunity costs, both explicit (Operation, Maintenance, Repair, Replacement, and Rehabilitation (OMRRR), local service facilities (LSF), and associated costs) and implicit interest during construction (IDC) of using the resource. The project cost breakdown for Alternative 8b are presented in the Pertinent Data Tables below.

PERTINENT DATA

Tentatively Selected Plan: Alternative 8b

Project Components

<ul style="list-style-type: none"> • Demolition of Existing West Causeway Spur and all of the East Breakwater • Extend West Causeway ("L" Shaped) to Create Deep Water Basin • Construct New East Causeway/Breakwater combination • Add Docks (sheet pile supported) to West Causeway and East Causeway • Add Moorage Dolphins (pile driven) to all new docks • New Work Dredging • Annual Maintenance Dredging 		
Feature	Units	Approximate Quantity
General Navigation Funded Work Items		
Demo Spur/Breakwater/400 ft of existing Breakwater:		
A1- Rock Removal	CY	32,574
A5- Rock Removal	CY	69,354
B2- Rock Removal	CY	25,940
B3 - Rock Removal	CY	17,674
Core and Quarry Spall Removal	CY	106,540
Total Rock Removed for reuse	CY	243,671
West Causeway Extension		
Length	LF	3,484
Dredge for Causeway BW Armor toe	CY	807,633
A1 Rock (A22)	CY	245,732
Reuse A1 Rock ⁽¹⁾	CY	24,430
A5 Rock	CY	359
Reuse A5 Rock ⁽¹⁾	CY	52,016
B2 Rock	CY	136,291
Reuse B2 Rock ⁽¹⁾	CY	19,455
B3 Rock (B22 Rock)	CY	11,488
Reuse B3 Rock ⁽¹⁾	CY	13,256
C1 Rock (C8 Rock)	CY	47,310
C2 Rock	CY	15,884
D Fill	CY	87,191
E Fill	CY	1,120,426
F Fill	CY	105,188
D1 Surface Course	CY	6,684
Relocate Rock for Re-use (A & B Rock)	CY	109,156
Note: (1) Assumed 75 % of demolition rock available for reuse		
East Breakwater/Causeway		
Length	LF	3,900
Dredge for Causeway BW Armor toe	CY	65,255
A1 Rock (A22)	CY	26,932
A5 Rock	CY	113,901
B2 Rock (CY	20,174
B3 Rock (B22 Rock)	CY	54,330
C1 Rock (C8 Rock)	CY	3,250

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C2 Rock	CY	35,575
Filter Rock (D8)	CY	34,363
D Fill	CY	32,046
E Fill	CY	65,255
F Fill	CY	60,985
D1 Surface Course	CY	3,056
West Causeway 400 Foot Dock		
Length	LF	400
E Fill	CY	118,948
F Fill	CY	29,468
D1 Surface Course	CY	1,985
New Work Dredge Quantities and Areas		
Outer Basin – Dredge to -29 ft MLLW Max Pay Depth	CY	2,015,800
	Acres	88
Deep Water Basin - Dredge to -42 ft MLLW Max Pay Depth	CY	517,600
	Acres	55
Nearshore Placement Area (i.e., Depth of Closure)	CY (total)	2,533,400
	LF	~6,000
	LF	~1,800
	Acres	241
	Minimum Depth	-15 ft MLLW
	Maximum Depth	-30 ft MLLW
	Maximum Height	-15 ft MLLW
Annual Maintenance Dredge Quantities and Areas		
Outer Basin – Annual Dredge to -29 ft MLLW Max Pay Line	CY	88,000
	Acres	24
Deep Water Basin – Annual Dredge to - 42 ft MLLW Max Pay Line	CY	16,000
	Acres	55
Hydraulic Placement of Slurry on Beach	CY (total)	104,000
	Point discharge near east end of City sea wall	

Economics

Economics (in 1000s)	
Alternative 8b with Deep Water Basin Dredged to -40 Ft MLLW	
Average Annual Equivalent Benefits	\$2,068
Average Annual Equivalent Costs	\$27,300
Benefit-Cost Ratio	0.1
Benefit Cost Ratio (with national security benefits)	0.5

* These numbers are preliminary and will be updated with the final version of this report.

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The project cost breakdown for Alternative 8b with the Deep Water Basin dredge to -40 ft MLLW (-42 ft MLLW Max Pay Line) and the Outer Basin to -28 ft MLLW (-29 ft MLLW Max Pay Line):

Description	Total	Federal	Non-Federal
General Navigation Features (deeper than -20FT but less than -50FT MLLW)	\$491,108,000	\$368,331,000	\$122,777,000
LERR	\$18,200		\$18,200
Project Cost Apportionment	\$491,126,200	\$368,331,000	\$122,795,200
10% over time adjustment (less LERR)*		(\$49,112,620)	\$49,112,620
Final Allocation of Project First Costs	\$491,116,200	\$319,218,380	\$171,907,820
Aids to Navigation (ATONS)	\$85,000	\$85,000	
Local Service Facilities			\$119,693,000
Non-Federal Total Costs			\$291,600,820
*10% over time adjustment (\$491,126,200 GNF x 10% = \$49,112,620 - \$0 = \$49,112,620)			

Note: Costs in this table are at the FY20 price levels and discount rate of 2.750. Cost sharing estimates are not based on certified cost until after the recommended plan costs are certified.

Cost effectiveness/ incremental cost analysis (CE/ICA) for other social effects (OSE) without national security benefits and with national security benefits are summarized below:

Alt.	Total Cost (in \$1000s)	CVUs w/o NSUs	CVUs w/ NSUs	Type w/o NSUs	Type w/ NSUs
8b 40	\$631,019	950	1,950	Cost Effective	Best Buy

Notes: The alternative designation includes the alternative number (3a) number and the reference to the Deep Water Basin depth (40 = -40 ft MLLW). NS = National Security also referred to as Government benefits in the Economic Appendix

1.0 INTRODUCTION

1.1 Authority

This feasibility study is being conducted under the authority granted by Section 204 of the Flood Control Act of 1948, which authorizes a study of the feasibility for development of navigation improvements in various harbors and rivers in Alaska. Section 204, as amended by the Flood Control act of 1950, states:

“The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys for flood controls and allied purposes... to be made under the direction of the Chief of Engineers, in drainage areas of the United States and Territorial possessions, which include the following named localities:... Harbors and Rivers in Alaska, with a view to determining the advisability of improvements in the interest of navigation, flood control, hydroelectric power, and related water uses.”

In 1970, the House of Representatives passed a resolution authorizing a review of:

“the reports of the Chief of Engineers on Rivers and Harbors in Alaska, published as House Document Numbered 414, 83rd Congress 2nd Session [and]... Northwestern Alaska [including Nome], published as House Document Numbered 99, 86th Congress 1st Session; ..., with a view to determining whether any modifications of the recommendations contained therein are advisable at the present time.”

The study is also using the authority of Section 2006, Remote and Subsistence Harbors, of the Water Resources Development Act of 2007 (WRDA 2007, P.L. 110-114), as modified by Section 2104 of the Water Resources Reform and Development Act of 2014 (WRRDA 2014) and further modified by Section 1105 of the Water Infrastructure Improvements for the Nation Act of 2016 (WRDA 2016, P.L. 114-322). The authority states that in conducting a study of harbor and navigation improvements the Secretary may recommend a project without demonstrating that the improvements are justified solely by National Economic Development (NED) benefits if the Secretary determines that the improvements meet specific criteria as quoted [bullets list criterion's applicability to the current study]:

- (1) (A) *[t]he community to be served by the improvements is at least 70 miles from the nearest surface accessible commercial port. It has no direct rail or highway link to another community served by a surface accessible port or harbor, or (B) the improvements would be located in the State of Hawaii or Alaska, the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Mariana Islands, the United States Virgin Islands; or American Samoa [33 U.S.C. § 2242(a)(1)(A)&(B)];*

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- The project would be located in the State of Alaska
- (2) *[t]he harbor is economically critical such that over 80 percent of the goods transported through the harbor would be consumed within the region served by the harbor and navigation improvement as determined by the Secretary, including consideration of information provided by the non-Federal interest; and [33 U.S.C. § 2242(a)(2)]*
- Waterborne commerce statistics validate that 80 percent of goods are transported and consumed within the region, including fuel/petroleum, gravel, goods, and commodities
- (3) *[t]he long-term viability of the community in which the project is located, or the long-term viability of a community that is located in the region that is served by the project and that will rely on the project, would be threatened without the harbor and navigation improvement [33 U.S.C. § 2242(a)(3)].*
- Many of the villages Nome services are legitimately threatened due to the high prices of fuel and goods; see Section 2.10 for additional discussion on viability

Per Section 2006 of WRDA 2007 as amended by Section 2104 of WRRDA 2014, while determining whether to recommend a project under the criteria above, the Secretary will consider the benefits of the project to these resources:

(1) public health and safety of the local community and communities that are located in the region to be served by the project and that will rely on the project, including access to facilities designed to protect public health and safety;

(2) access to natural resources for subsistence purposes;

(3) local and regional economic opportunities;

(4) welfare of the regional population to be served by the project; and

(5) social and cultural value to the local community and communities that are located in the region to be served by the project, and that will rely on the project [33 U.S.C. § 2242(b)].

- These considerations are discussed in Section 2.10 on viability and within the CE/ICA and Community Viability Unit.

1.1.1 Additional Study Guidelines

Additionally, Section 1202(c)(3) of WRDA 2016 “Additional Studies, Arctic Deep Draft Port Development Partnerships,” allows for the consideration of national security benefits.. Section 1202(c)(3) of WRDA 2016 also expands the feasibility justification of an arctic deep-draft harbor and related navigation improvements to include:

e) CONSIDERATION OF NATIONAL SECURITY INTERESTS.—In carrying out a study of the feasibility of an Arctic deep draft port, the Secretary—

(1) shall consult with the Secretary of the department in which the Coast Guard is operating to identify benefits in carrying out the missions specified in Section 888 of the Homeland Security Act of 2002 (6 U.S.C. 468) associated with an Arctic deep draft port;

(2) shall consult with the Secretary of Defense to identify national security benefits associated with an Arctic deep draft port; and

(3) may consider such benefits in determining whether an Arctic deep draft port is feasible

1.2 Non-Federal Sponsor

The City of Nome is the non-Federal sponsor for this study. The Federal Cost Share Agreement (FCSA) was signed on February 02, 2018. This study, as requested by the City of Nome, will undertake the activities and tasks needed to identify and evaluate alternatives and will result in the preparation of a decision document that, as appropriate, recommends a coordinated and implementable solution for navigation improvements at the Port of Nome, Alaska.

1.3 Scope of Study

This study examines the feasibility and potential environmental effects of proposed navigation improvement alternative plans at the existing Port of Nome. The study will result in an Integrated Feasibility Report and Environmental Assessment (FR/EA), which evaluates alternative plans based on economic, engineering, environmental, and cultural resource factors, and considers national security benefits under the various authorities and guidelines referenced previously in Chapter 1.0. Under the Section 204 Authority, the alternative plans will be evaluated for Federal interest based on NED benefits; however, the Section 2006, authority allows for selection of a project without demonstrating that the improvements are justified solely by NED benefits. Per the Implementation Guidance for Section 2006, plan selection can be based on a cost effectiveness/ incremental cost analysis (CE/ICA) in the Other Social Effects account. Also, Section 1202(c)(3) of WRDA 2016 allows for the consideration of national security benefits, although plan selection cannot be solely based on these benefits, but it does allow them to be considered during plan selection.

1.4 Study Area

The Port of Nome is a regional port located on the Seward Peninsula and adjacent to the Norton Sound, which is centrally located along the Western Alaska coast (Figure 1). Nome has no access to the Alaska road system and is approximately 545 miles northwest of Anchorage, Alaska.



Figure 1. Vicinity Map

The study area for this project is generally defined as the area within which significant project impacts occur with the origins and destinations of products likely to use the waterway or port. This description of the study area may mean different things to the various disciplines involved in the study. For example, environmental and cultural professionals may consider a more focused area during the study, when compared to the economic analysis, because project environmental/cultural impacts may be more localized.

A previous port study United States Army Corps of Engineers (USACE 2016) reported that Nome was a hub city for 50 communities in western and northern Alaska. For the current project, the study area is defined as the lands of the Bering Straits Native Corporation (BSNC), a for-profit corporation formed in 1972 as the Alaska Native Claims Settlement Act regional native corporation for the Bering Strait Region. The BSNC controls approximately 2.1 million acres (3,282 square miles [sq mi]), which is larger than the State of Delaware (2,489 sq mi), and includes lands adjacent to Norton

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Sound and the Seward Peninsula as well as St. Lawrence Island, King Island, and Little Diomed Island. Kawerak, Inc., is the regional non-profit native corporation that provides services throughout the Bering Strait Region (Figure 2).

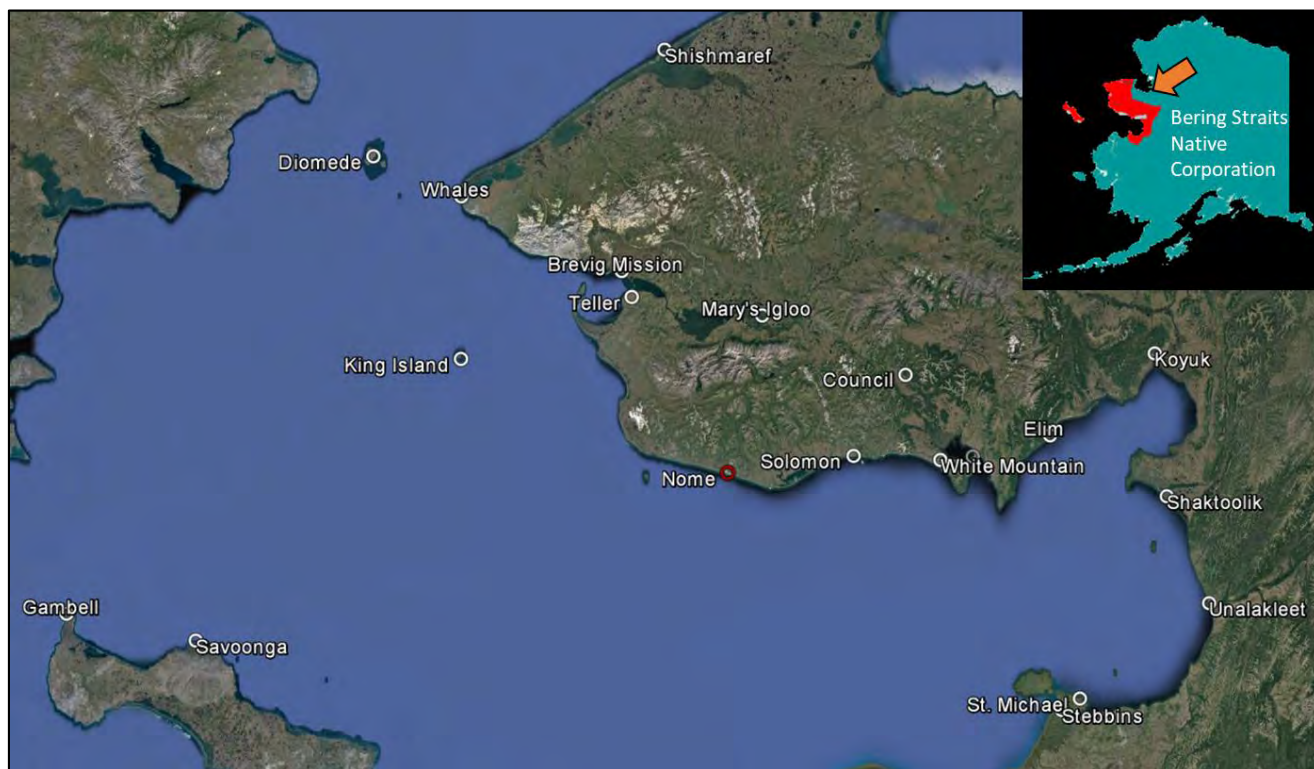


Figure 2. Study Area within the Bering Strait Region

The BSNC region includes 20 federally-recognized tribes and 20 village corporations. There are 18 incorporated year-round communities (Brevig Mission, Council, Elim, Gambell, Golovin, Inalik, King Island, Koyuk, Nome, Savoonga, Shaktolik, Shishmaref, St. Michael, Stebbins, Teller, Unalakleet, Wales, and White Mountain) and two unincorporated communities, Port Clarence and Solomon (see Figure 2). Most residents from King Island now live in Nome. In addition, the community of Mary's Igloo is occupied seasonally.

Of the 18 year-round villages within the BSNC region, 11 (Brevig Mission, Elim, Gambell, Koyuk, Savoonga, Shaktolik, Shishmaref, Stebbins, Teller, Wales, and White Mountain) are listed as a distressed community in the 2018 Distressed Communities Report dated June 2018 and prepared by the Denali Commission, an independent federal agency designed to provide critical utilities, infrastructure, and economic support throughout Alaska (Denali 2018).

The communities in the BSNC substantially depend on wild foods for nutrition and other customary and traditional uses. Hunting, fishing, and plant gathering are critical activities to the people of the region to participate in the subsistence lifestyle that is

typically required to survive in remote regions of Alaska. The cash/commercial sector is also critical to the subsistence lifestyle in that it generates income from jobs or other sources that are used to invest in equipment and fuel to harvest wild foods. Individuals and family groups depend on this mixed, subsistence-cash/commercial economy in these rural communities, including Nome. Small and larger-scale seasonal commercial fishing is an example of one commercial sector activity that generates income that affords individuals and/or other members of the family group the resources to participate in the harvest of wild foods. Production of Native crafts, which can include carvings, jewelry, baskets, qiviut (clothing made from gathered inner wool that sheds each spring from the musk ox), and other types of native art, also provides some income for individuals or family groups. A single website (Maruskiya's of Nome) listed over 112 artists from Nome and the surrounding region.

1.5 Project Site Location

The proposed project site (i.e., Port of Nome, also referred to as the Nome Harbor) is located in proximity to mining operations, offshore petroleum operations, shipping lanes, and communities in the BSNC region. The local road network is confined to the Seward Peninsula, with no road access to greater Alaska. Nome is a regional center for retail services, transportation, mining, medical, native art, and other businesses for the BSNC region, and beyond, including the western and northern coastlands of Alaska. The Nome Airport is a state-owned, public-use airport approximately 2 miles west of the business district of Nome and the Port of Nome.

The Port of Nome includes two general areas, typically referred to as the Inner and Outer Basins (Figure 3). The Snake River flows into the northwest corner of the Inner Basin and exits into the Outer Basin in the southwest corner. The Inner Basin is not part of this study and improvements to the Inner Basin are being studied under the Continuing Authority Program (CAP) (Section 107).

The Port of Nome has limited refuge capacity, especially for the larger vessels, due to the relatively shallow basins, limited berthing, and open area within the basins suitable for anchorage. The Outer Basin is protected by the existing west causeway and the east breakwater, and it includes a federally maintained navigation channel and turning basin (Figure 3). The Outer Basin has a natural entrance channel depth of approximately minus (-) 26 feet (ft) mean lower low water (MLLW), and relatively favorable distances to naturally deep water, as discussed later in this report in Section 3.1.4. The USACE typically performs annual maintenance dredging within the federal limits with specific locations determined each year based on need. The depths maintained within the federal limits range from -12 to -22 ft MLLW. A sediment trap is located within the Outer

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Basin, east of the causeway bridge, to capture sediments carried by the longshore currents from the west.

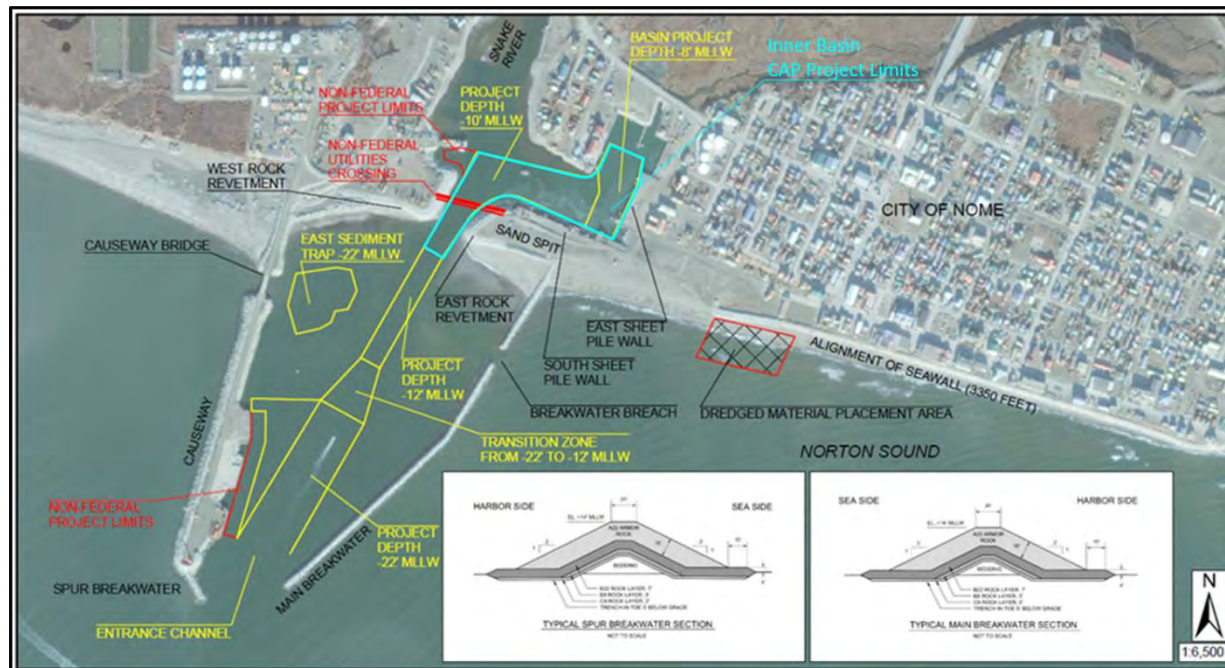


Figure 3. Port of Nome General Features

1.6 Congressional Delegation

The study area lies wholly within the State of Alaska, with the Congressional delegation of Senator Lisa Murkowski (R), Senator Dan Sullivan (R), and Representative Don Young (R).

1.7 Related Reports and Studies

The Nome Federal navigation project was first authorized by the Rivers and Harbor Act of August 8, 1917. The authorization was used to construct jetties, dredge a channel, and armor the banks of the Snake River with a stone revetment. The first project was completed in 1923. Subsequent construction leading to the current port features, including modification of the original jetties, construction of a seawall along the Nome shoreline, construction of a rubble mound causeway into Norton Sound, construction of sheet pile docks on the causeway, construction of a breakwater adjacent to the causeway, and re-alignment of the Snake River.

This GI study is evaluating measures in the existing Outer Harbor to allow larger vessels to utilize the port and alleviate harbor traffic for those larger recreational and industrial vessels. A CAP study is also in progress that was approved for funding in Fiscal Year 2019 (FY19). This CAP study is evaluating measures in the existing Inner Harbor to alleviate congestion for smaller vessels, including subsistence users. This CAP project is not being developed as a building block or in a sequence in an effort to

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avoid what should be analyzed as a larger scale project. The two projects are under separate study authorities. A memorandum (USACE 2019a) was approved by the Major Subordinate Command (MSC) on 12 December 2019 which designates the Inner Harbor CAP (Section 107) study as a separable element from the GI study. Expanding the Inner Harbor Federal dredging limits is not replicating a project specifically authorized by Congress, but rather assessing the feasibility of increasing the Federal limits through the CAP program. Additionally, benefits derived from expanding the Federal dredging limit would not be significant enough to influence the GI study plan selection decision.

This integrated draft document includes a supplemental EA because it is being released for a second public review. The first IFREA document was previously released for public review in May 2019 (USACE 2019b). However, since that time, the effects determination for various endangered and protected marine mammal species has changed from minor to major, making a second release for review necessary. The determination was changed because of a dock design adjustment from a concrete caisson to a sheet pile design. The sheet pile design causes higher noise impacts during construction than initially anticipated due to the pile driving work now required to install the docks. The public will have 30 days to review this IFR/Supplemental EA.

In the May 2019 draft IFREA the Tentatively Selected Plan (TSP) was identified on the merits of NED analysis with a positive benefit-cost ratio (BCR). Re-evaluation of the economic analysis and costs since May 2019 resulted no NED plan being identified. As a result, the CE/ICA was updated used to support plan selection.

A more detailed discussion of the existing facility construction history is presented in Appendix C (Hydraulic Design), Chapter 2.0. Recent related reports and completed studies are listed below:

USACE 1996. Navigation Improvement Reconnaissance Report Nome Alaska,
1996 Reconnaissance Study of the Port of Nome

USACE 1997. Reconnaissance of Navigation Improvements – Western and Arctic Coasts, Alaska – December 1997. This study investigated the present state of waterborne commerce in the area and probable future conditions. Five ports were identified as major regional centers of waterborne transportation: Unalaska/Dutch Harbor, Naknek, Dillingham, Bethel, and Nome.

USACE. 1998. Navigation Improvements Final Interim Feasibility Report and Environmental Assessment. Nome, Alaska. July 1998. This study recommended a plan for improvements to the marine navigation system at Nome, Alaska, which would reduce vessel delays, reduce damage to vessels due to grounding and hazardous entrance conditions, and ultimately increase vessel traffic and harbor use.

USACE. 2012. Environmental Assessment and Finding of No Significant Impact, Maintenance Dredging Nome Harbor Entrance Channel Environmental Assessment, Nome, Alaska, October 2012. This

Environmental Assessment (EA) covers a 10-year maintenance dredging period, which proposes dredging 50,000 cubic yards initially in 2013 and 34,000 cubic yards each subsequent year.

USACE. 2015a. Supplemental Environmental Assessment and Finding of No Significant Impact, Maintenance Dredging Nome Harbor Entrance Channel Environmental Assessment, Nome, Alaska, March 2015. The USACE to

propose the dredging of an additional 275,500 cubic yards to accomplish the required maintenance dredging initially described in the previous EA.

USACE 2016b. Draft Integrated Feasibility Report, Draft Environmental Assessment, and Draft Finding of No Significant Impact, Alaska Deep-Draft Arctic Port System Study, Alaska District, Pacific Ocean Division, November 2015. The USACE and the State of Alaska established the foundation

for this study in 2008 and 2010 and built on the good work of others such as the Northern Waters Task Force, the Arctic Marine Shipping Assessment, and workshops with the Institute of the North. This study presents opportunities for the development of marine infrastructure in the Arctic by Federal, State, local, and/or private sector. A final report was not released.

2.0 PLANNING CRITERIA, PURPOSE & NEED FOR PROPOSED ACTION*

2.1 Problem Statement

The following draft problem statement was developed by the USACE and the non-Federal sponsor and was accepted at the 2-day charette in Nome in April 2018:

Vessel traffic in the Arctic, coupled with limited marine infrastructure and available draft in Nome and the region, results in operational inefficiencies, vessel damages and decreased safety, increased costs of goods and services, and threats to the long-term viability of surrounding communities.

The existing port facilities in the region are overcrowded and have insufficient draft to accommodate new, deeper drafting vessel traffic. The Port of Nome is overcrowded due to a large number directly attributed to the number of barges and ships attempting to use the existing dock space. Large vessels delivering fuel and cargo to Nome for transshipment to other vessels for delivery to surrounding villages are often forced to anchor offshore or lighter goods to the port. The number of large vessels anchoring outside of the Port of Nome to lighter fuel and goods has been increasing significantly over the past 4 to 5 years according to the City of Nome (Joy Baker, personal

communication, Port of Nome Director, 2018; United States Coast Guard (USCG), 2018) while at the charette. Commercial fishing vessels also add to the demand for space and services during the rush of activity that occurs during the short open water season. In addition, the existing harbor provides moorage and limited winter shelter for vessels.

Due to a lack of available draft along the western and northern coasts, USCG activity is limited to small vessels and helicopters, with the nearest USCG station to Nome about 800 miles away on Kodiak Island. However, because of long sailing times through remote and often rough waters, safety and security concerns are paramount for vessels traveling through the study area. In addition, a large percentage of vessels working in the Arctic that travel through the region are oil and gas transport vessels. There are limited facilities and potentially supplies available to support clean-up activities, should a spill occur at sea, or at the coastal communities during fuel transfer. Currently, if a critical need for supplies arises, the USCG uses the Port of Nome to lighter goods to their deep-draft vessels. Spill response vessels with a draft requirement greater than 22 ft would need to do the same. These limitations could lead to unacceptably long response times to calls for assistance.

2.2 Purpose and Need

The purpose of this study is to identify a feasible solution that provides safe, reliable, and efficient navigation and mooring for vessels serving the hub community of Nome, Alaska. The project is needed to alleviate existing vessel restrictions that are imposed by insufficient channel depths and harbor area. Ship transportation into the Port of Nome is presently limited by depth, with existing depths inadequate to safely accommodate vessels with drafts exceeding -18 ft MLLW, which allows for a 2 to 3 ft under keel clearance and a 1.5 ft tide fluctuation.

Vessel traffic in the Arctic, coupled with limited marine infrastructure and available draft in Nome and the region, results in operational inefficiencies, vessel damages and decreased safety, increased costs of goods and services, and threats to the long-term viability of surrounding communities. A robust and efficient transportation hub at Nome is foundational to the long-term viability of communities in the region.

2.3 Opportunities

Potential opportunities to be realized by improving navigation to/from the Port of Nome include:

- Improve long-term economic growth and stability in Nome
- Improve navigation access to community
- Increase investment in infrastructure
- Decrease economic damages
- Reduce life safety risk

- Improve system reliability
- Separate industrial and pedestrian traffic at the port for safety
- Support development of upland facilities

2.4 National Objectives

The Federal objective of water and land resources planning is to contribute to NED in a manner consistent with protecting the Nation's environment. NED features increase the net value of goods and services provided to the economy of the United States as a whole. Only benefits contributing to NED may be claimed for Federal economic justification of a project. For the purposes of this study, NED features may include breakwaters, channels, basins, float systems, and uplands.

Water resource planning must be consistent with NED objectives and must consider engineering, economic, environmental, and social factors. The following sections describe objectives are guidelines for developing alternative plans and are used to evaluate those plans.

2.5 Study Objectives

Study-specific objectives were identified during the planning charette. These objectives have been vetted through the vertical team in order to provide a clear path for the study.

At this time, the objective of the study is to recommend a project that provides safe, reliable, and efficient waterborne transportation systems for the movement of commerce, national security, and recreation at the Port of Nome. The proposed project objectives are:

- Reduce draft limitations to increase fuel transport capabilities and efficiency to satisfy fuel demand and reduce transportation cost
- Reducing draft limitations to better support multiple maritime missions: cargo transportation, search and rescue, emergency and oil spill response, natural resource exploration
- Support access to natural resources for subsistence purposes within Nome and the region by increasing navigation efficiency with the region

Any plan that is implemented as part of this study should take into account cultural, historic, subsistence, and other natural resources. The areas that are evaluated as part of this study have been occupied and/or utilized to varying degrees by federally-recognized Alaska Native tribes for many years. Development at these sites should take into account current and traditional uses.

8. REGIONAL ECONOMIC DEVELOPMENT

USACE's Institute for Water Resources, the Louis Berger Group and Michigan State University has developed a regional economic impact modeling tool called RECONS (Regional ECONomic System) to provide estimates of regional and national job creation, and retention and other economic measures such as income, value added, and sales. This modeling tool automates calculations and generates estimates of jobs and other economic measures, such as income and sales associated with USACE's ARRA spending, annual Civil Work program spending and stem-from effects for Ports, Inland Waterway, FUSRAP and Recreation. This is done by extracting multipliers and other economic measures from more than 1,500 regional economic models that were built specifically for USACE's project locations. These multipliers were then imported to a database and the tool matches various spending profiles to the matching industry sectors by location to produce economic impact estimates. The tool will be used as a means to document the performance of USACE direct investment spending as directed by the American Recovery and Reinvestment Act (ARRA). The Tool will also allow USACE to evaluate project and program expenditures associated with the annual expenditure.

USACE provides estimates of jobs and other economic measures such as labor income, value added, and sales that are supported by the Nome project. These estimates were created using spending profiles and local purchase coefficients (LPC) of construction and O&M funds spent by the project. The spending profiles used for each alternative in the Nome Project are listed in Table 44. They were the same percentages for each alternative.

Table 44. Spending Profiles for Construction and O&M Expenditures at Nome

	Spending Category (Construction)	Construction Percentage (%)	O&M Percentage (%)
1	Dredging Fuel	6%	10%
2	Metals and Steel Materials	5%	2%
3	Dredging Consumables -- Textiles, Lubricants, and Metal Valves and Parts	2%	4%
4	Machinery Materials	1%	1%
5	Electrical Materials	4%	1%
6	Dredge Equipment (Depreciation and Capital Expenses)	6%	12%
7	Insurance (bond) and Workman's Comp	2%	2%
8	Construction of Other Nonresidential Structures	23%	6%
9	Cement Materials	3%	1%
10	Architectural, Design, and Engineering Services	1%	-
11	Environmental Compliance, Planning, and Technical Services	1%	1%
12	USACE Overhead	4%	8%
13	Industrial Machinery and Equipment Repair and Maintenance	10%	19%
14	USACE Wages and Benefits	7%	15%
15	Private Sector Labor or Staff Augmentation	23%	14%
16	Dredging Consumables -- Food and Beverages	2%	3%
17	Dredging Consumables – Restaurants	-	1%

The LPC for the Nome project are listed in Table 45. The percentages are cumulative as you progress from Local to State to U.S. They are the same across all alternatives.

Table 45. LPC for Construction and O&M Expenditures at Nome

Industry	Local Purchase Coefficients (Construction)			Local Purchase Coefficients (O&M)		
	Local	State	US	Local	State	US
Construction of other new nonresidential structures	87%	99%	100%	87%	99%	100%
All other food manufacturing	0%	1%	91%	0%	1%	91%
Petroleum refineries	0%	75%	81%	0%	75%	81%
Cement manufacturing	0%	0%	87%	0%	0%	87%
Iron and steel mills and ferroalloy manufacturing	0%	0%	74%	0%	0%	74%
Valve and fittings, other than plumbing, manufacturing	0%	0%	52%	0%	0%	52%
All other industrial machinery manufacturing	0%	0%	69%	0%	0%	69%
Switchgear and switchboard apparatus manufacturing	0%	0%	54%	0%	0%	54%
Ship building and repairing	0%	22%	98%	0%	22%	98%
Wholesale trade	0%	51%	100%	0%	51%	100%
Retail - Food and beverage stores	1%	79%	100%	1%	79%	100%
Air transportation	74%	80%	80%	74%	80%	80%
Rail transportation	0%	0%	99%	0%	0%	99%
Water transportation	0%	100%	100%	0%	100%	100%
Truck transportation	19%	74%	99%	19%	74%	99%
Insurance carriers	0%	23%	87%	0%	23%	87%
Architectural, engineering, and related services	1%	95%	96%	-	-	-

Environmental and other technical consulting services	0%	100%	100%	0%	100%	100%
Office administrative services	0%	87%	100%	0%	87%	100%
Commercial and industrial machinery and equipment repair and maintenance	4%	100%	100%	4%	100%	100%
Employment and payroll of federal govt, non-military	75%	100%	100%	75%	100%	100%
Private Labor	87%	99%	100%	87%	99%	100%
Limited Service Restaurants	-	-	-	0%	79%	100%

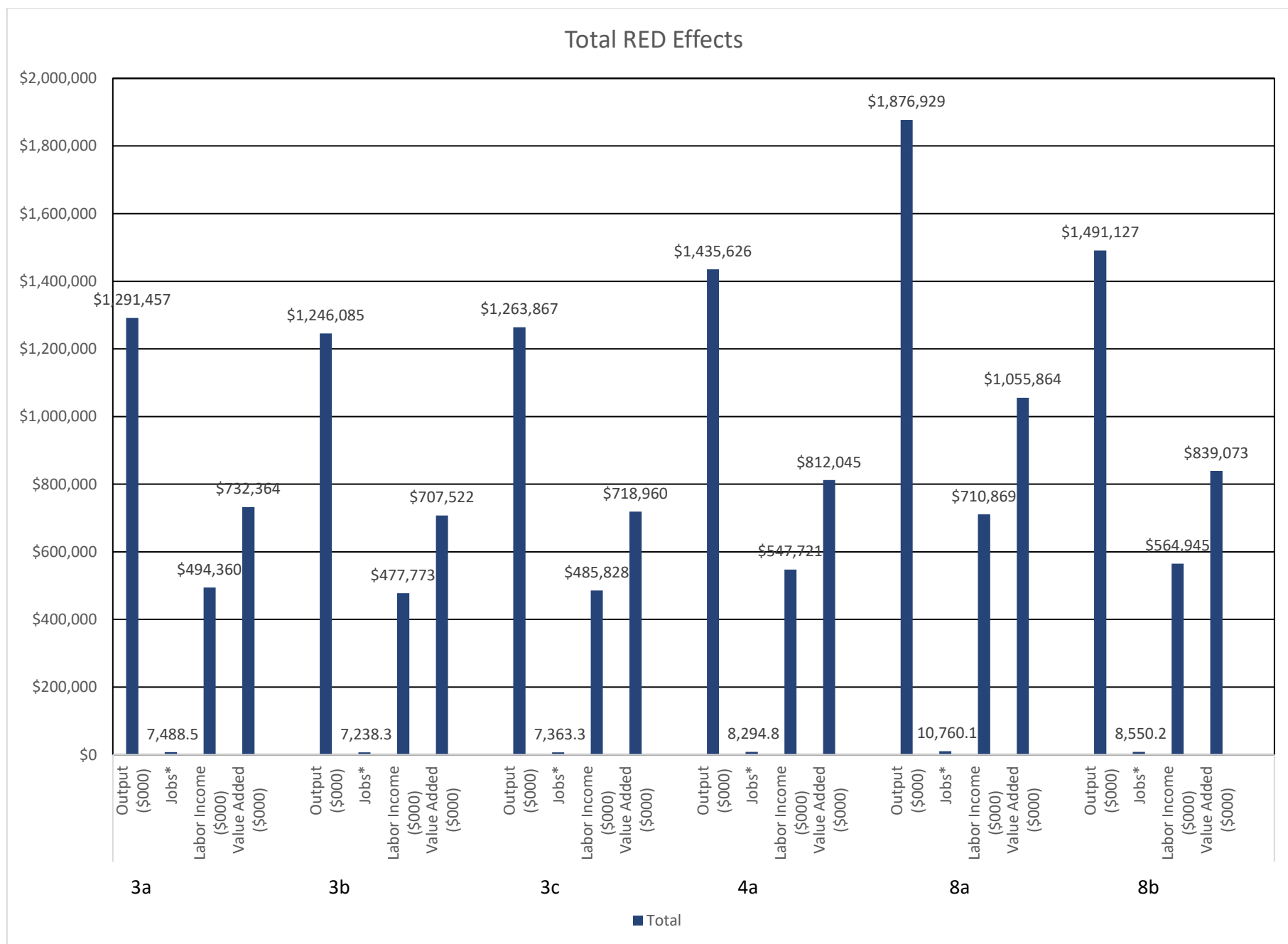
All expenditures associated with construction and O&M work at the Port of Nome were estimated for each alternative. Of this total expenditure, some will be captured within the Nome Census Area. The remainder of the expenditures will be captured within the state impact area and the nation. These direct expenditures generate additional economic activity, often called secondary or multiplier effects. The direct and secondary impacts are measured in output, jobs, labor income, and gross regional product (value added) as summarized in Tables 46 through 51. The regional economic effects are shown for the local, state, and national impact areas. Construction effects would occur over the expected duration of the construction period. O&M effects are assumed to occur every year. Total effects are the sum of all construction and O&M effects over the 50-year study period. All jobs effects are calculated and displayed in full-time equivalents (FTE). Construction period durations in Section 7.6, ROM costs, reflect the latest cost updates. The following RED tables show durations in years, not months, because construction must start up and stop each year around the presence of sea ice. So, for example, a 21-month duration is actually 6 seasons, or 6 years. While RED durations are based on previous duration estimates, they are within a margin of significance for plan evaluation, given their negligible effect on plan selection. Based on the regional economic development outputs estimated for each alternative, Alternative 8a provides the most regional economic benefits per category over the period of study.

Table 51. Total Regional Economic Development Impacts from All Spending by Type and Alternative (4a-8b)

Alt 4a Total					Alt 8a Total					Alt 8b Total				
Region	Output (\$000)	Jobs*	Labor Income (\$000)	Value Added (\$000)	Region	Output (\$000)	Jobs*	Labor Income (\$000)	Value Added (\$000)	Region	Output (\$000)	Jobs*	Labor Income (\$000)	Value Added (\$000)
Local					Local					Local				
Direct	\$289,997	933.8	\$97,877	\$121,985	Direct	\$398,416	1,276.1	\$131,299	\$163,209	Direct	\$315,717	1,011.2	\$104,149	\$129,509
Secondary	\$17,302	67.3	\$3,452	\$10,069	Secondary	\$23,723	93.2	\$4,770	\$13,783	Secondary	\$18,779	72.7	\$3,781	\$10,909
Total	\$182,597	1,001.1	\$101,328	\$132,054	Total	\$249,953	1,369.3	\$136,068	\$177,042	Total	\$198,078	1,083.9	\$107,930	\$140,468
State					State					State				
Direct	\$558,986	3,120.7	\$234,657	\$291,671	Direct	\$738,107	3,996.9	\$302,148	\$375,258	Direct	\$586,100	3,179.4	\$240,272	\$298,386
Secondary	\$252,805	1,412.7	\$81,200	\$153,240	Secondary	\$330,475	1,848.1	\$106,315	\$199,908	Secondary	\$262,555	1,469.4	\$84,419	\$158,839
Total	\$669,331	4,533.4	\$315,907	\$444,910	Total	\$871,906	5,845.0	\$408,464	\$575,167	Total	\$692,808	4,648.8	\$324,691	\$457,224
US					US					US				
Direct	\$703,342	3,869.3	\$275,561	\$350,487	Direct	\$926,611	4,964.1	\$354,474	\$451,324	Direct	\$735,823	3,945.6	\$281,830	\$358,864
Secondary	\$875,831	4,425.5	\$272,159	\$461,558	Secondary	\$1,148,486	5,796.0	\$356,394	\$604,540	Secondary	\$912,251	4,604.5	\$283,114	\$480,209

Total	\$1,435,626	8,294.8	\$547,721	\$812,045	Total	\$1,876,929	10,760.1	\$710,869	\$1,055,864	Total	\$1,491,127	8,550.2	\$564,945	\$839,073
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Figure 57 Total Regional Economic Development Effects by Type and Alternative



8. REGIONAL ECONOMIC DEVELOPMENT

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5	Electrical Materials	4%	1%
6	Dredge Equipment (Depreciation and Capital Expenses)	6%	12%
7	Insurance (bond) and Workman's Comp	2%	2%
8	Construction of Other Nonresidential Structures	23%	6%
9	Cement Materials	3%	1%
10	Architectural, Design, and Engineering Services	1%	-
11	Environmental Compliance, Planning, and Technical Services	1%	1%
12	USACE Overhead	4%	8%
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Cement manufacturing	0%	0%	87%	0%	0%	87%
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Valve and fittings, other than plumbing, manufacturing	0%	0%	52%	0%	0%	52%
All other industrial machinery manufacturing	0%	0%	69%	0%	0%	69%
Switchgear and switchboard apparatus manufacturing	0%	0%	54%	0%	0%	54%
Ship building and repairing	0%	22%	98%	0%	22%	98%
Wholesale trade	0%	51%	100%	0%	51%	100%
Retail - Food and beverage stores	1%	79%	100%	1%	79%	100%
Air transportation	74%	80%	80%	74%	80%	80%
Rail transportation	0%	0%	99%	0%	0%	99%
Water transportation	0%	100%	100%	0%	100%	100%
Truck transportation	19%	74%	99%	19%	74%	99%
Insurance carriers	0%	23%	87%	0%	23%	87%
Architectural, engineering, and related services	1%	95%	96%	-	-	-

Environmental and other technical consulting services	0%	100%	100%	0%	100%	100%
Office administrative services	0%	87%	100%	0%	87%	100%
Commercial and industrial machinery and equipment repair and maintenance	4%	100%	100%	4%	100%	100%
Employment and payroll of federal govt, non-military	75%	100%	100%	75%	100%	100%
Private Labor	87%	99%	100%	87%	99%	100%
Limited Service Restaurants	-	-	-	0%	79%	100%

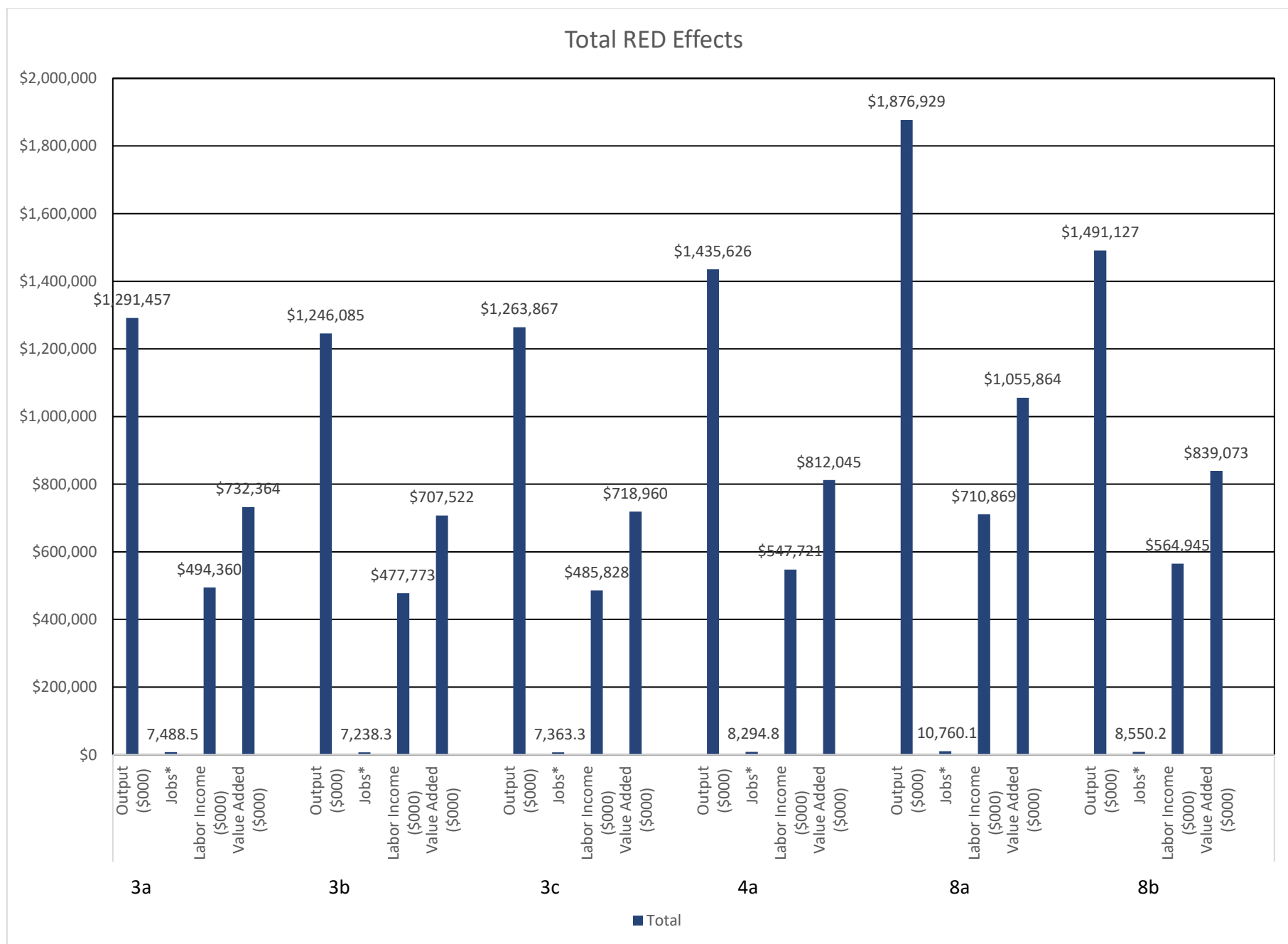
All expenditures associated with construction and O&M work at the Port of Nome were estimated for each alternative. Of this total expenditure, some will be captured within the Nome Census Area. The remainder of the expenditures will be captured within the state impact area and the nation. These direct expenditures generate additional economic activity, often called secondary or multiplier effects. The direct and secondary impacts are measured in output, jobs, labor income, and gross regional product (value added) as summarized in Tables 46 through 51. The regional economic effects are shown for the local, state, and national impact areas. Construction effects would occur over the expected duration of the construction period. O&M effects are assumed to occur every year. Total effects are the sum of all construction and O&M effects over the 50-year study period. All jobs effects are calculated and displayed in full-time equivalents (FTE). Construction period durations in Section 7.6, ROM costs, reflect the latest cost updates. The following RED tables show durations in years, not months, because construction must start up and stop each year around the presence of sea ice. So, for example, a 21-month duration is actually 6 seasons, or 6 years. While RED durations are based on previous duration estimates, they are within a margin of significance for plan evaluation, given their negligible effect on plan selection. Based on the regional economic development outputs estimated for each alternative, Alternative 8a provides the most regional economic benefits per category over the period of study.

Table 51. Total Regional Economic Development Impacts from All Spending by Type and Alternative (4a-8b)

Alt 4a Total					Alt 8a Total					Alt 8b Total				
Region	Output (\$000)	Jobs*	Labor Income (\$000)	Value Added (\$000)	Region	Output (\$000)	Jobs*	Labor Income (\$000)	Value Added (\$000)	Region	Output (\$000)	Jobs*	Labor Income (\$000)	Value Added (\$000)
Local					Local					Local				
Direct	\$289,997	933.8	\$97,877	\$121,985	Direct	\$398,416	1,276.1	\$131,299	\$163,209	Direct	\$315,717	1,011.2	\$104,149	\$129,509
Secondary	\$17,302	67.3	\$3,452	\$10,069	Secondary	\$23,723	93.2	\$4,770	\$13,783	Secondary	\$18,779	72.7	\$3,781	\$10,909
Total	\$182,597	1,001.1	\$101,328	\$132,054	Total	\$249,953	1,369.3	\$136,068	\$177,042	Total	\$198,078	1,083.9	\$107,930	\$140,468
State					State					State				
Direct	\$558,986	3,120.7	\$234,657	\$291,671	Direct	\$738,107	3,996.9	\$302,148	\$375,258	Direct	\$586,100	3,179.4	\$240,272	\$298,386
Secondary	\$252,805	1,412.7	\$81,200	\$153,240	Secondary	\$330,475	1,848.1	\$106,315	\$199,908	Secondary	\$262,555	1,469.4	\$84,419	\$158,839
Total	\$669,331	4,533.4	\$315,907	\$444,910	Total	\$871,906	5,845.0	\$408,464	\$575,167	Total	\$692,808	4,648.8	\$324,691	\$457,224
US					US					US				
Direct	\$703,342	3,869.3	\$275,561	\$350,487	Direct	\$926,611	4,964.1	\$354,474	\$451,324	Direct	\$735,823	3,945.6	\$281,830	\$358,864
Secondary	\$875,831	4,425.5	\$272,159	\$461,558	Secondary	\$1,148,486	5,796.0	\$356,394	\$604,540	Secondary	\$912,251	4,604.5	\$283,114	\$480,209

Total	\$1,435,626	8,294.8	\$547,721	\$812,045	Total	\$1,876,929	10,760.1	\$710,869	\$1,055,864	Total	\$1,491,127	8,550.2	\$564,945	\$839,073
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Figure 57 Total Regional Economic Development Effects by Type and Alternative



PORT & HARBOR
FISCAL HEALTH STRATEGIES

Per discussion at the Port Commission Work Session on Tuesday 11 June 2019, the following options are being presented for discussion:

OPTIONS FOR TO UPDATE TARIFF #15 (2020 OPERATING SEASON):

1. Annual CPI Adjustment:
 - Tariff rates would be adjusted annually per the 5-year average ANC CPI (present 2%).
2. Asset Repair/Replace & Capital Improvements Fee:
 - a. Setup new fund account – annually set aside funds to be authorized for specific use
 - A percentage of closing net revenues set aside for deferred maintenance
 - F20 is presently budgeted for a surplus of \$23,359.
 - F19 closed out at a deficit of \$163,653.
 - F18 closed out at a deficit of \$168,806.
 - F17 closed out at a surplus of \$243,347.
3. Tariff Rate Increase:
 - Evaluate specific rate adjustments for increased labor, utilities, insurance, taxes.
 - Establish an annual or bi-annual percentage of increase on all or specific rates.
 - Set aside percentage of annual depreciation.

OTHER REVENUE SOURCES

State Shared Business Taxes:

- Commercial Passenger Vessel Tax – state collects \$34.50 per passenger (under specific criteria) and shares \$5 with each of the first 7 ports on the voyage (see attached detail)
- Fisheries Business Tax – state collects from persons/business processing or exporting raw fish within the municipality limits and shares 50% of that revenue with that ports.

Local Passenger Fee:

- Option to create a local passenger fee, but cruise ship companies are on a 2-year lead time so any new fee would need to be developed to be assessed 2 years out.
 - Juneau charges a local head tax of \$5, plus a \$3 per pax port development fee.
 - Ketchikan charges a local head tax of \$7/dockside and \$4/lightered.
 - Seward charges a combined fee of \$11.50/per pax
 - Cordova charges a local fee of \$2/per lightered passenger
- Recommendations in draft #4 of Tariff #15 Markup sets the following:
 - \$3.00/2021 \$3.25/2022 \$3.50/2023

Source: State of Alaska Department of Labor and Workforce Development
<http://live.laborstats.alaska.gov/cpi/index.cfm>

	Urban Alaska					
Year	1st Half	Percent Change	2nd Half	Percent Change	Annual	Percent Change
2018	223.099	2.1	227.992	4	225.545	3
2017	218.616	0.7	219.131	0.2	218.873	0.5
2016	216.999	-0.1	218.66	0.9	217.83	0.4
2015	217.111	1.1	216.706	-0.1	216.909	0.5
2014	214.777	1.9	216.833	1.4	215.805	1.6
2013	210.853	2.7	213.91	3.5	212.381	3.1
2012	205.215	2.5	206.617	2	205.916	2.2
2011	200.278	2.8	202.576	3.6	201.427	3.2
2010	194.834	2.5	195.455	1	195.144	1.8
2009	190.032	1.3	193.456	1.1	191.744	1.2
2008	187.659	4.6	191.335	4.5	189.497	4.6
2007	179.394	1.5	183.08	2.9	181.237	2.2
2006	176.7	4.2	177.9	2.2	177.3	3.2
2005	169.6	2.4	174.1	3.8	171.8	3.1
2004	165.6	2.8	167.8	2.4	166.7	2.6
2003	161.1	2.3	163.9	3.1	162.5	2.7
2002	157.5	2	159	1.9	158.2	1.9
2001	154.4	2.9	156	2.7	155.2	2.8
2000	150	0.9	151.9	2.4	150.9	1.7

5-year average CPI	Annual
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2018 225.545 current year
 2014 215.805 back five
 1.948 difference divided by 5

Table 4
Commercial Passenger Vessel (CPV) Excise Tax

	<i>FY 2018</i>	<i>FY 2017</i>	<i>FY 2016</i>	<i>FY 2015</i>	<i>FY 2014</i>	<i>Total All Years</i>
Municipality						
Anchorage	59,900	53,870	54,110	26,200	2,975	197,055
Juneau	4,769,390	4,622,160	4,460,365	4,393,395	4,598,565	22,843,875
Sitka	405,115	309,510	218,350	157,340	302,985	1,393,300
Skagway	4,201,435	4,053,375	4,028,545	4,008,335	4,062,215	20,353,905
Wrangell	51,415	39,630	38,845	24,065	31,430	185,385
Total Municipalities	9,487,255	9,078,545	8,800,215	8,609,335	8,998,170	44,973,520
Borough						
Haines	224,270	185,095	206,430	144,020	140,635	900,450
Kenai Peninsula	489,698	486,380	474,225	361,658	307,578	2,119,539
Ketchikan Gateway	2,252,488	2,163,570	2,141,633	2,032,375	2,240,210	10,830,276
Kodiak Island	37,625	30,888	30,255	13,925	4,600	117,293
Total Boroughs	3,004,080	2,865,933	2,852,543	2,551,978	2,693,023	13,967,558
City						
Homer	31,533	27,630	27,055	13,925	33,542	133,685
Hoonah	788,005	771,595	722,575	688,980	626,225	3,597,380
Hooper Bay	0	0	0	0	0	0
Ketchikan	2,252,488	2,163,570	2,141,633	2,032,375	2,240,210	10,830,276
Kodiak	37,625	30,888	30,255	13,925	4,600	117,293
Nome	8,715	0	0	0	0	0
Seward	458,165	458,750	447,170	347,733	306,723	2,018,541
Unalaska	18,125	6,505	8,155	1,650	4,165	38,600
Valdez	1,710	0	0	0	1,265	2,975
Whittier	674,320	620,340	721,325	791,550	950,635	3,758,170
Total Cities	4,270,685	4,079,278	4,098,168	3,890,138	4,167,365	20,496,920
Grand Total	16,762,020	16,023,756	15,750,926	15,051,451	15,858,558	79,437,998
Number of Communities Shared With						
	18	16	16	16	17	17

Table 6
Fisheries Business Tax

	<i>FY 2018</i>	<i>FY 2017</i>	<i>FY 2016</i>	<i>FY 2015</i>	<i>FY 2014</i>	<i>Total All Years</i>
Municipality						
Anchorage	53,269	92,250	122,012	202,096	181,607	651,234
Juneau	447,875	389,022	312,519	364,624	395,010	1,909,050
Sitka	1,279,885	953,324	879,793	1,009,033	1,127,772	5,249,807
Wrangell	307,405	314,455	233,563	392,076	329,987	1,577,486
Total Municipalities	2,088,434	1,749,051	1,547,887	1,967,829	2,034,376	9,387,577
Borough						
Aleutians East	1,887,896	2,093,687	1,606,523	1,835,070	1,769,278	9,192,454
Bristol Bay	3,820,480	2,705,606	1,004,436	2,809,548	2,010,471	12,350,541
Denali	0	0	0	0	0	0
Fairbanks North Star	98	101	196	0	195	590
Haines	352,884	128,174	121,208	212,855	438,390	1,253,511
Kenai Peninsula	860,097	771,171	541,757	629,725	919,123	3,721,873
Ketchikan Gateway	414,413	404,971	199,188	238,773	783,700	2,041,045
Kodiak Island	1,742,302	1,022,586	1,197,033	1,301,537	1,561,675	6,825,133
Lake and Peninsula	229,289	256,767	69,452	352,016	556,758	1,464,282
Matanuska-Susitna	151	127	181	254	112	825
Northwest Arctic	5,159	0	0	0	371	5,530
Petersburg*	889,855	877,158	336,848	820,118	1,249,730	4,173,709
Yakutat	226,992	218,773	198,800	191,216	250,998	1,086,779
Total Boroughs	10,429,618	8,479,121	5,275,622	8,391,112	9,540,801	42,116,272
City						
Adak	34,131	34,908	44,636	67,968	122,489	304,132
Akhiok	0	99	0	0	0	99
Akutan	999,031	1,090,445	973,202	943,814	877,450	4,883,942
Aleknagik	0	0	67	4,676	0	4,743
Atka	11,318	15,479	31,852	34,706	29,615	122,970
Bethel	0	0	0	0	2,632	2,632
Chefornak	0	0	0	0	1,823	1,823
Chignik	98,919	65,166	33,372	62,800	310,422	570,679

Table 6
Fisheries Business Tax

	<i>FY 2018</i>	<i>FY 2017</i>	<i>FY 2016</i>	<i>FY 2015</i>	<i>FY 2014</i>	<i>Total All Years</i>
Clark's Point	263,328	0	0	24	0	263,352
Coffman Cove	2,100	1,294	869	1,635	1,982	7,880
Cordova	1,429,951	1,160,157	709,305	1,023,286	1,661,223	5,983,922
Craig	88,948	37,961	150,045	342,739	314,704	934,397
Delta Junction	0	0	0	0	0	0
Dillingham	443,905	398,350	167,849	433,564	407,654	1,851,322
Egegik	127,239	188,382	29,930	152,839	181,974	680,364
Emmonak	61,167	67,799	17,544	26,846	25,883	199,239
False Pass	51,588	16,317	25,814	21,677	14,291	129,687
Goodnews Bay	0	0	0	0	0	0
Gustavus	329	410	540	231	301	1,811
Homer	59,449	43,242	20,456	21,004	54,283	198,434
Hoonah	95,089	76,350	87,436	76,574	110,249	445,698
Hooper Bay	0	0	0	0	289	289
Houston	52	60	96	0	88	296
Hydaburg	3,163	320	149	1,184	1,491	6,307
Kake	0	0	0	14,901	24,241	39,142
Kaltag	4,067	0	0	0	0	4,067
Kasaan	0	0	0	2,300	1,005	3,305
Kenai	126,185	115,821	161,515	195,703	289,411	888,635
Ketchikan	414,413	404,971	199,435	237,876	743,083	1,999,778
King Cove	564,174	499,257	386,374	404,385	510,155	2,364,345
Klawock	1,259	538	1,671	180	0	3,648
Kodiak	859,223	926,525	525,670	1,021,500	1,164,404	4,497,322
Kotzebue	5,159	0	0	0	371	5,530
Larsen Bay	155,056	66,177	37,570	106,594	154,709	520,106
Marshall	0	0	0	0	0	0
Mekoryuk	0	0	0	0	1,266	1,266
Mountain Village	0	21,545	2,979	0	0	24,524
Nenana	0	0	0	0	265	265
Nome	0	50,692	0	28,842	30,280	109,814
North Pole	98	101	196	0	195	590
Old Harbor	0	0	6	11	41	58
Ouzinkie	0	0	0	0	0	0
Palmer	0	0	0	0	0	0
Pelican	4,801	1,968	473	846	245	8,333

Table 6
Fisheries Business Tax

	<i>FY 2018</i>	<i>FY 2017</i>	<i>FY 2016</i>	<i>FY 2015</i>	<i>FY 2014</i>	<i>Total All Years</i>
Petersburg*	0	0	0	0	0	0
Pilot Point	3,131	31	0	0	0	3,162
Platinum	0	0	16,174	36,250	177,093	229,517
Port Alexander	0	0	238	0	0	238
Port Heiden	0	3,189	6,149	0	0	9,338
Port Lions	0	0	0	0	1,890	1,890
Quinhagak	0	0	0	0	0	0
Saint George	0	0	0	0	0	0
Saint Mary's	0	0	0	15,761	17,143	32,904
Saint Paul	623,979	892,296	879,802	1,053,712	1,183,913	4,633,702
Sand Point	273,104	458,805	200,421	253,123	236,923	1,422,376
Savoonga	1,977	282	0	2,735	2,097	7,091
Seldovia	0	0	0	0	0	0
Seward	456,144	440,958	280,935	334,691	482,543	1,995,271
Soldotna	2,775	1,765	586	2,841	1,969	9,936
Tanana	0	0	0	0	0	0
Tenakee Springs	0	0	0	0	0	0
Togiak	73,227	64,130	30,639	91,511	107,578	367,085
Toksook Bay	0	0	0	0	1,866	1,866
Unalakleet	0	20,925	0	29,006	22,923	72,854
Unalaska	3,306,990	3,649,322	4,018,888	3,752,155	3,307,022	18,034,377
Valdez	512,449	200,438	290,247	230,134	621,634	1,854,902
Wasilla	99	67	84	29	0	279
Whittier	34,489	943	78,446	89,479	133,884	337,241
Total Cities	11,192,506	11,017,485	9,411,660	11,120,132	13,336,992	56,078,775
Grand Total	23,710,558	21,245,657	16,235,169	21,479,073	24,912,169	107,582,624
Number of Communities Shared With	54	55	54	55	63	73
Additional Sharing with DCCED	1,284,789	1,621,591	1,414,686 0	1,611,355 0	1,581,457	7,513,878

City of Nome
Revenues with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
<u>CAUSEWAY FACILITY</u>						
80.3111.2001	Causeway Dockage	85,000.00	.00	55,967.70	29,032.30	65.8
80.3111.2002	Causeway Wharfage - Dry	160,000.00	.00	137,484.74	22,515.26	85.9
80.3111.2003	Causeway Wharfage - Fuel	275,000.00	.00	270,305.32	4,694.68	98.3
80.3111.2004	Causeway Wharfage - Gravel	120,000.00	.00	115,868.29	4,131.71	96.6
80.3111.2005	Causeway Storage Rental	10,000.00	.00	7,290.92	2,709.08	72.9
80.3111.2006	Causeway Utility Sales	25,000.00	.00	7,868.26	17,131.74	31.5
80.3111.2007	Causeway Misc Term Revenue	80,000.00	.00	80,433.00	(433.00)	100.5
Total CAUSEWAY FACILITY		755,000.00	.00	675,218.23	79,781.77	89.4
<u>HARBOR FACILITY</u>						
80.3211.1001	Harbor Seasonal Dock Permit	115,000.00	.00	92,497.36	22,502.64	80.4
80.3211.2001	Harbor Dockage	70,000.00	.00	66,919.67	3,080.33	95.6
80.3211.2002	Harbor Wharfage - Dry	90,000.00	.00	86,332.17	3,667.83	95.9
80.3211.2003	Harbor Wharfage - Fuel	60,000.00	.00	48,751.71	11,248.29	81.3
80.3211.2004	Harbor Wharfage - Gravel	25,000.00	.00	18,070.94	6,929.06	72.3
80.3211.2005	Harbor Storage Rental	35,000.00	.00	20,056.29	14,943.71	57.3
80.3211.2006	Harbor Utility Sales	8,000.00	.00	4,498.54	3,501.46	56.2
80.3211.2007	Harbor Misc Term Revenue	12,000.00	.00	4,606.00	7,394.00	38.4
80.3211.2008	Leases, Rentals, Land, Bldgs	45,000.00	.00	35,644.76	9,355.24	79.2
Total HARBOR FACILITY		460,000.00	.00	377,377.44	82,622.56	82.0
<u>INDUSTRIAL PARK FACILITY</u>						
80.3411.2005	Industrial Park Storage Rental	270,000.00	.00	230,112.12	39,887.88	85.2
80.3411.2008	Leases, Rentals, Land, Bldgs	200,000.00	.00	122,679.81	77,320.19	61.3
Total INDUSTRIAL PARK FACILITY		470,000.00	.00	352,791.93	117,208.07	75.1
<u>OTHER MISC REVENUE</u>						
80.3511.0001	Copies, Fax, Pubs, Film Lcns	1,000.00	.00	600.00	400.00	60.0
80.3511.0002	Banking / NSF Check Fee	50.00	.00	.00	50.00	.0
80.3511.0003	Credit Card Service Fees	5.00	.00	.00	5.00	.0
80.3511.0004	Resale-Hats,Charts,Spills,Appl	1,500.00	.00	2,969.30	(1,469.30)	198.0
80.3511.0005	Other Port Revenue	15,000.00	.00	2,104.10	12,895.90	14.0
Total OTHER MISC REVENUE		17,555.00	.00	5,673.40	11,881.60	32.3

City of Nome
Revenues with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>INTEREST EARNINGS</u>					
80.3611.2001	Interest Earnings Port Op	4,000.00	.00	3,454.01	545.99	86.4
80.3611.2002	Interest Earnings Causeway	1,000.00	.00	317.76	682.24	31.8
80.3611.2003	Investment Earnings	15,000.00	.00	7,102.69	7,897.31	47.4
	Total INTEREST EARNINGS	20,000.00	.00	10,874.46	9,125.54	54.4
	<u>CONTRIBUTIONS/OTHER</u>					
80.3711.0001	StAK Employer On-Behalf PERS	13,000.00	.00	.00	13,000.00	.0
80.3711.0002	Other Contributions	.00	.00	1,977.27	(1,977.27)	.0
	Total CONTRIBUTIONS/OTHER	13,000.00	.00	1,977.27	11,022.73	15.2
	Total Fund Revenue	1,735,555.00	.00	1,423,912.73	311,642.27	82.0

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** CAUSEWAY FACILITY **						
80.6111.1101	Salaries - Causeway Maint	3,500.00	.00	.00	.00	3,500.00 .0
80.6111.1102	Salaries - Causeway Operations	13,282.00	.00	13,030.04	.00	251.96 98.1
80.6111.1103	Salaries - Causeway Admin	34,989.00	.00	(17.50)	.00	35,006.50 (.1)
80.6111.1411	Accrued Personal Leave - Cswy	3,405.00	2,443.63	2,443.63	.00	961.37 71.8
80.6111.1421	Health Insurance - Cswy	3,401.00	1,866.54	3,403.57	.00	(2.57) 100.1
80.6111.1431	Life Insurance - Cswy	98.00	.14	10.78	.00	87.22 11.0
80.6111.1441	FICA/Medicare - Cswy	4,007.00	2.86	999.68	.00	3,007.32 25.0
80.6111.1451	ESC - Causeway	400.00	309.70	309.70	.00	90.30 77.4
80.6111.1461	PERS - Cswy	11,065.00	8.24	2,855.41	.00	8,209.59 25.8
80.6111.1471	Workers' Comp Ins - Cswy	1,549.00	1,042.63	1,042.63	.00	506.37 67.3
80.6111.1520	Vehicle/Boat Insurance	498.00	.00	498.50	.00	(.50) 100.1
80.6111.1530	Property/Building Insurance	32,450.00	.00	27,665.00	.00	4,785.00 85.3
80.6111.1810	Audit/Accounting	15,750.00	.00	10,200.43	3,400.14	2,149.43 86.4
80.6111.1820	Engineering/Architectural Svcs	40,000.00	.00	9,773.50	10,000.00	20,226.50 49.4
80.6111.1830	Legal Services	2,000.00	.00	117.00	.00	1,883.00 5.9
80.6111.1840	Survey/Appraisal Services	2,500.00	.00	.00	.00	2,500.00 .0
80.6111.1870	Other Professional/Contract Sv	20,000.00	797.50	4,631.50	1,065.00	14,303.50 28.5
80.6111.2040	Uniform/Clothing	100.00	.00	.00	.00	100.00 .0
80.6111.2071	Operating Supplies	1,500.00	74.55	965.93	.00	534.07 64.4
80.6111.4010	Gas & Oil Supplies	500.00	.00	2.00	.00	498.00 .4
80.6111.4020	Vehicle/Boat/Eq Parts & Supply	300.00	.00	.00	.00	300.00 .0
80.6111.4030	Vehicle/Boat/Eq Maintenance	2,500.00	.00	404.59	.00	2,095.41 16.2
80.6111.4050	Small Tools & Equipment	1,500.00	.00	87.48	.00	1,412.52 5.8
80.6111.4060	Tools & Eq Repair & Maint	2,000.00	.00	.00	.00	2,000.00 .0
80.6111.4080	Road Maintenance Materials	7,500.00	.00	9,934.00	.00	(2,434.00) 132.5
80.6111.4090	Docks & Foundations	25,000.00	.00	.00	.00	25,000.00 .0
80.6111.4100	Fuel Lines Maintenance	14,000.00	.00	19,617.50	.00	(5,617.50) 140.1
80.6111.7010	Bldg Maint Materials & Supply	1,200.00	37.48	188.63	.00	1,011.37 15.7
80.6111.7011	Janitorial Services & Supplies	250.00	.00	.00	.00	250.00 .0
80.6111.7021	Utilities - Electric	3,300.00	.00	1,019.84	.00	2,280.16 30.9
80.6111.7023	Utilities - Sewer	1,500.00	.00	1,200.00	350.00	(50.00) 103.3
80.6111.7024	Utilities - Garbage	5,500.00	.00	4,628.28	.00	871.72 84.2
80.6111.7026	Utilities - Resale	9,500.00	.00	.00	.00	9,500.00 .0
80.6111.7510	Debt Interest Payment	155,656.00	.00	78,498.33	.00	77,157.67 50.4
80.6111.8030	Machinery & Equipment	23,000.00	.00	.00	21,395.00	1,605.00 93.0
Total ** CAUSEWAY FACILITY **		443,700.00	6,583.27	193,510.45	36,210.14	213,979.41 51.8

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>** HARBOR FACILITY **</u>						
80.6211.1101 Salaries - Harbor	10,625.00	.00	1,882.52	.00	8,742.48	17.7
80.6211.1411 Accrued Personal Lv - Harbor	192.00	.00	.00	.00	192.00	.0
80.6211.1421 Health Insurance - Harbor	2,721.00	139.27	541.22	.00	2,179.78	19.9
80.6211.1431 Life Insurance - Harbor	23.00	1.93	6.72	.00	16.28	29.2
80.6211.1441 FICA/Medicare - Harbor	1,064.00	40.15	184.16	.00	879.84	17.3
80.6211.1451 ESC - Harbor	300.00	.00	.00	.00	300.00	.0
80.6211.1461 PERS - Harbor	2,694.00	115.44	529.56	.00	2,164.44	19.7
80.6211.1471 Workers' Comp Ins - Harbor	1,110.00	.00	.00	.00	1,110.00	.0
80.6211.1520 Vehicle/Boat Insurance	498.00	.00	498.50	.00	(.50)	100.1
80.6211.1530 Property/Building Insurance	22,066.00	.00	20,152.00	.00	1,914.00	91.3
80.6211.1820 Engineering/Architectural Svcs	20,000.00	.00	8,892.50	5,000.00	6,107.50	69.5
80.6211.1870 Other Professional/Contract Sv	25,000.00	.00	1,050.00	.00	23,950.00	4.2
80.6211.2040 Uniform/Clothing	150.00	.00	.00	.00	150.00	.0
80.6211.2071 Operating Supplies	3,000.00	74.55	954.25	.00	2,045.75	31.8
80.6211.4010 Gas & Oil Supplies	500.00	.00	2.00	.00	498.00	.4
80.6211.4020 Vehicle/Boat/Eq Parts & Supply	500.00	.00	.00	.00	500.00	.0
80.6211.4030 Vehicle/Boat/Eq Maintenance	2,500.00	.00	420.36	.00	2,079.64	16.8
80.6211.4040 Vehicle/Boat Regis & Permits	.00	.00	10.00	.00	(10.00)	.0
80.6211.4050 Small Tools & Equipment	2,500.00	.00	.00	.00	2,500.00	.0
80.6211.4080 Road Maintenance Materials	5,000.00	.00	9,934.00	.00	(4,934.00)	198.7
80.6211.4090 Docks & Foundations	8,000.00	.00	.00	.00	8,000.00	.0
80.6211.4100 Fuel Lines Maintenance	500.00	.00	.00	.00	500.00	.0
80.6211.7010 Bldg Maint Materials & Supply	5,000.00	524.73	528.23	396.50	4,075.27	18.5
80.6211.7011 Janitorial Services & Supplies	100.00	.00	.00	.00	100.00	.0
80.6211.7021 Utilities - Electric	6,500.00	.00	1,631.95	.00	4,868.05	25.1
80.6211.7022 Utilities - Water Meter	3,850.00	.00	1,806.68	.00	2,043.32	46.9
80.6211.7023 Utilities - Sewer	4,200.00	.00	3,527.10	.00	672.90	84.0
80.6211.7024 Utilities - Garbage	16,500.00	.00	5,685.99	.00	10,814.01	34.5
80.6211.7025 Utilities - Heat	3,800.00	428.17	734.75	.00	3,065.25	19.3
80.6211.7560 Payment in Lieu of Tax	14,137.00	.00	.00	.00	14,137.00	.0
80.6211.8010 Land/Buildings	5,000.00	.00	.00	.00	5,000.00	.0
80.6211.8030 Machinery & Equipment	23,000.00	.00	.00	21,395.00	1,605.00	93.0
Total ** HARBOR FACILITY **	191,030.00	1,324.24	58,972.49	26,791.50	105,266.01	44.9

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>** CAPE NOME FACILITY **</u>						
80.6311.1820	Engineering/Architectural Svcs	2,500.00	.00	.00	.00	2,500.00	.0
80.6311.1830	Legal Services	1,000.00	.00	.00	.00	1,000.00	.0
80.6311.1870	Othe Professional/Contract Sv	1,500.00	.00	.00	.00	1,500.00	.0
	<u>Total ** CAPE NOME FACILITY **</u>	<u>5,000.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>5,000.00</u>	<u>.0</u>

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>** INDUST PARK FACILITY **</u>						
80.6411.1101 Salaries - Industrial Park	2,656.00	.00	.00	.00	2,656.00	.0
80.6411.1411 Accrued Personal Leave - IP	72.00	.00	.00	.00	72.00	.0
80.6411.1421 Health Insurance - IP	680.00	.00	.00	.00	680.00	.0
80.6411.1431 Life Insurance - IP	6.00	.00	.00	.00	6.00	.0
80.6411.1441 FICA/Medicare - IP	266.00	.00	.00	.00	266.00	.0
80.6411.1451 ESC - Industrial Park	100.00	.00	.00	.00	100.00	.0
80.6411.1461 PERS - IP	673.00	.00	.00	.00	673.00	.0
80.6411.1471 Workers' Comp Ins - IP	277.00	.00	.00	.00	277.00	.0
80.6411.1530 Property/Building Insurance	665.00	.00	916.00	.00	(251.00)	137.7
80.6411.1820 Engineering/Architectural Svcs	15,000.00	.00	467.50	5,000.00	9,532.50	36.5
80.6411.1870 Other Professional/Contract Sv	15,000.00	3,440.00	3,440.00	.00	11,560.00	22.9
80.6411.1940 Advertising	250.00	.00	.00	.00	250.00	.0
80.6411.2071 Operating Supplies	1,500.00	.00	.00	.00	1,500.00	.0
80.6411.4050 Small Tools & Equipment	1,500.00	.00	.00	.00	1,500.00	.0
80.6411.4080 Road Maintenance Materials	5,000.00	.00	9,934.01	.00	(4,934.01)	198.7
80.6411.4100 Fuel Lines Maintenance	14,000.00	.00	24,054.50	.00	(10,054.50)	171.8
80.6411.7010 Bldg Maint Materials & Supply	4,000.00	.00	.00	.00	4,000.00	.0
80.6411.7011 Janitorial Services & Supplies	250.00	.00	.00	.00	250.00	.0
80.6411.7021 Utilities - Electric	4,500.00	.00	1,506.17	.00	2,993.83	33.5
80.6411.7023 Utilities - Sewer	1,500.00	.00	1,200.00	350.00	(50.00)	103.3
80.6411.7560 Payment in Lieu of Taxes	45,637.00	.00	.00	.00	45,637.00	.0
Total ** INDUST PARK FACILITY **	113,532.00	3,440.00	41,518.18	5,350.00	66,663.82	41.3

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** PORT ADMIN OFFICE **						
80.6711.1101 Salaries - Port Admin	111,088.00	5,644.50	42,757.75	.00	68,330.25	38.5
80.6711.1102 Salaries - Port Staff	239,350.00	8,337.28	108,833.87	.00	130,516.13	45.5
80.6711.1201 Salaries - Overtime	5,000.00	338.70	7,597.09	.00	(2,597.09)	151.9
80.6711.1301 Stipends - Port Commission	2,480.00	.00	840.00	.00	1,640.00	33.9
80.6711.1411 Accrued Personal Lv - Port Adm	10,583.00	7,155.00	7,155.00	.00	3,428.00	67.6
80.6711.1421 Health Insurance - Port Adm	51,265.00	2,860.77	30,335.26	.00	20,929.74	59.2
80.6711.1431 Life Insurance - Port Adm	519.00	22.93	237.35	.00	281.65	45.7
80.6711.1441 FICA/Medicare - Port Adm	27,192.00	1,642.90	12,726.79	.00	14,465.21	46.8
80.6711.1461 PERS - Port Adm	67,475.00	3,150.52	29,137.08	.00	38,337.92	43.2
80.6711.1471 Workers' Comp Ins - Port Adm	8,926.00	.00	10,433.89	.00	(1,507.89)	116.9
80.6711.1520 Vehicle/Boat Insurance	3,007.00	.00	3,007.00	.00	.00	100.0
80.6711.1530 Property/Building Insurance	246.00	.00	246.00	.00	.00	100.0
80.6711.1810 Audit/Accounting	15,800.00	.00	10,200.42	3,400.15	2,199.43	86.1
80.6711.1820 Engineering/Architectural Svcs	20,000.00	.00	827.50	.00	19,172.50	4.1
80.6711.1830 Legal Services	35,000.00	.00	2,886.00	.00	32,114.00	8.3
80.6711.1850 Lobbying	130,000.00	.00	26,739.38	32,000.00	71,260.62	45.2
80.6711.1870 Other Professional/Contract Sv	35,000.00	760.22	6,481.32	4,550.00	23,968.68	31.5
80.6711.1940 Advertising	3,000.00	.00	1,281.75	.00	1,718.25	42.7
80.6711.1950 Buildings/Land Rental	7,200.00	600.00	2,800.00	1,200.00	3,200.00	55.6
80.6711.2010 Communications	4,100.00	.00	1,218.18	1,145.21	1,736.61	57.6
80.6711.2012 Computer Network/Hardware/Soft	1,000.00	.00	3,573.45	.00	(2,573.45)	357.4
80.6711.2020 Dues & Memberships	250.00	.00	560.00	.00	(310.00)	224.0
80.6711.2030 Travel, Training & Related Cost	25,000.00	.00	6,246.52	140.00	18,613.48	25.6
80.6711.2070 Office Supplies	1,500.00	.00	.00	.00	1,500.00	.0
80.6711.2071 Operating Supplies	2,000.00	.00	1,745.59	732.09	(477.68)	123.9
80.6711.2073 Resale Supplies	3,000.00	.00	.00	.00	3,000.00	.0
80.6711.3010 Sponsorship/Donation/Contrib	1,000.00	.00	2,500.00	.00	(1,500.00)	250.0
80.6711.4010 Gas & Oil Supplies	3,500.00	367.56	3,459.35	104.12	(63.47)	101.8
80.6711.4020 Vehicle/Boat/Eq Parts & Supply	5,000.00	2,550.75	3,690.75	539.50	769.75	84.6
80.6711.4030 Vehicle/Boat/Eq Maintenance	5,000.00	2,881.58	3,744.97	.00	1,255.03	74.9
80.6711.4040 Vehicle/Boat Regis & Permits	50.00	.00	.00	.00	50.00	.0
80.6711.7010 Bldg Maint Materials & Supply	1,000.00	20.58	1,914.89	.00	(914.89)	191.5
80.6711.7011 Janitorial Services & Supplies	250.00	.00	.00	133.97	116.03	53.6
80.6711.7540 Banking/Credit Card Fees	50.00	.00	124.80	.00	(74.80)	249.6
80.6711.7550 Bad Debt	5,000.00	.00	20.33	.00	4,979.67	.4
Total ** PORT ADMIN OFFICE **	830,831.00	36,333.29	333,322.28	43,945.04	453,563.68	45.4

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

		<u>Budget</u>	<u>Period ACT</u>	<u>YTD ACT</u>	<u>YTD ENC</u>	<u>Unexpended</u>	<u>Pcnt</u>
	<u>** TRANSFERS - INTERFUNDS **</u>						
80.6888.8820	Transfers Out - Other Funds	128,103.00	.00	.00	.00	128,103.00	.0
	Total ** TRANSFERS - INTERFUNDS *	128,103.00	.00	.00	.00	128,103.00	.0

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>** CONTRIB TO FUND BALNCE **</u>						
80.6999.9999	Contribution to Fund Balance	23,359.00	.00	.00	.00	23,359.00	.0
	Total ** CONTRIB TO FUND BALNCE *	23,359.00	.00	.00	.00	23,359.00	.0
	Total Fund Expenditures	1,735,555.00	47,680.80	627,323.40	112,296.68	995,934.92	42.6
	Net Revenue Over Expenditures	.00	(47,680.80)	796,589.33	(112,296.68)	(684,292.65)	.0

City of Nome
Revenues with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>PORT GRANTS & AWARDS</u>						
85.3811.0020	17-DC-005 Arctic DDP Design	260,000.00	.00	22,299.88	.00	237,700.12	8.6
85.3811.0021	19-DC-008 Support Design ADDP	1,550,000.00	.00	.00	.00	1,550,000.00	.0
85.3811.0050	NSEDC Hbr Concrete Ramp Repair	300,000.00	.00	.00	.00	300,000.00	.0
	Total PORT GRANTS & AWARDS	2,110,000.00	.00	22,299.88	.00	2,087,700.12	1.1
	<u>TRANSFERS - INTERFUNDS</u>						
85.3888.8820	Transfers In - Other Funds	128,103.00	.00	.00	.00	128,103.00	.0
	Total TRANSFERS - INTERFUNDS	128,103.00	.00	.00	.00	128,103.00	.0
	Total Fund Revenue	2,238,103.00	.00	22,299.88	.00	2,215,803.12	1.0

City of Nome
Expenditures with Comparison to Budget
For the 6 Months Ending December 31, 2019

PORT CAPITAL PROJECTS FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>PORT GRANTS & AWARDS</u>						
85.6811.1421 Health Insurance - Port Grants	.00	135.10	955.72	.00	(955.72)	.0
85.6811.1431 Life Insurance - Port Grants	.00	1.88	13.91	.00	(13.91)	.0
85.6811.1441 FICA/Medicare - Port Grants	.00	216.91	783.49	.00	(783.49)	.0
85.6811.1461 PERS - Port Grants	.00	623.81	2,253.17	.00	(2,253.17)	.0
85.6811.2100 19-DC-008 Support Design ADDP	1,550,000.00	.00	.00	.00	1,550,000.00	.0
85.6811.2200 17-DC-005 Arctic DDP Design	260,000.00	3,164.00	40,023.10	18,336.84	201,640.06	22.5
85.6811.7100 EDA Harbor Launch Ramp Repair	.00	821.50	1,722.50	1,080.00	(2,802.50)	.0
85.6811.8001 Grant Match Port Contribution	123,103.00	.00	.00	.00	123,103.00	.0
85.6811.8005 Concrete Barge Ramp Repairs	300,000.00	.00	632.50	.00	299,367.50	.2
85.6811.8006 Port Waste Reception Facility	5,000.00	.00	.00	.00	5,000.00	.0
85.6811.8009 WestGold Dock Emergency Repair	.00	.00	1,046,476.73	914.14	(1,047,390.87)	.0
Total PORT GRANTS & AWARDS	2,238,103.00	4,963.20	1,092,861.12	20,330.98	1,124,910.90	49.7
Total Fund Expenditures	2,238,103.00	4,963.20	1,092,861.12	20,330.98	1,124,910.90	49.7
Net Revenue Over Expenditures	.00	(4,963.20)	(1,070,561.24)	(20,330.98)	1,090,892.22	.0