

City Manager  
Tom Moran

Port Director  
Joy Baker

Harbormaster  
Lucas Slotts



Nome Port Commission  
Jim West, Jr., Chairman  
Charlie Lean, Vice Chairman  
Vacant seat  
Derek McLarty  
Shane Smithisler  
Scot Henderson  
Denise Michels

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**NOME PORT COMMISSION  
WORK SESSION & REGULAR MEETING AGENDA  
THURSDAY, DECEMBER 14, 2017 @ 5:30/7:00 PM  
COUNCIL CHAMBERS IN CITY HALL**

**WORK SESSION – 5:30 PM:**

Port Waste Reception Facility – Draft Preliminary Engineering Report (PER)  
Bristol Engineering - John Blees (in person) & Kyle Peterson (via teleconference)

**REGULAR MEETING – 7:00PM:**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 17-11-16 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
  - 17-11-17 USCG D17 MSIB 05-17 on Alternative Planning Criteria
  - 17-11-30 Banning Commercial Fisheries in Int'l Arctic Waters - ADN
  - 17-12-08 China sent more than a dozen ships through Arctic 2017 - AN
- VI. CITY MANAGER REPORT**
  - 17-12-08 Manager Report
- VII. HARBORMASTER REPORT**
  - Update on Winter Maintenance Tasks
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - 17-12-08 Port Director/Projects Status Report
    - F18 Port Revenue/Expense Budget through 30 Nov 2017
- IX. OLD BUSINESS**
  -
- X. NEW BUSINESS**
  - Consideration of NCO Chapter 12 Code concerning the impound process, to address repeat offenders.
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - January 18, 2018 - 5:30 pm
- XIV. ADJOURNMENT**

**MINUTES  
NOME PORT COMMISSION  
REGULAR MEETING  
November 16<sup>th</sup>, 2017**

The Regular Meeting of the Nome Port Commission was called to order at 6:40 pm by Chairman Lean in Council Chambers at City Hall, located at 102 Division Street.

**ROLL CALL**

Members Present: C. Smithhisler; C. Lean, C. West; C. Henderson;

Absent: C. McLarty; C. Michels

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

In the audience: Zoe Grueskin, KNOM; Ken Morton, NJUS; Garth Howlett – Bryan Hudson, PND;

**APPROVAL OF AGENDA**

Chairman West asked for a motion to approve the agenda:

A motion was made by Lean and seconded by Smithhisler.

At the Roll Call:

Ayes: Lean, West, Henderson, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

**APPROVAL OF MINUTES**

October 19, 2017 Regular Meeting

A motion was made by C. Henderson and seconded by C. Smithhisler to approve the minutes.

At the Roll Call:

Ayes: West, Henderson, Smithhisler, Lean

Nays:

Abstain:

The motion **CARRIED**.

**CITIZENS' COMMENTS**

Ken Morton (NJUS) provided an update regarding the power supply source for installing two shore-power stations on existing light poles along the Low Level Dock in the Small Boat Harbor. It appears the distance from the lighting power source to pole #2 is much greater than originally realized which will cause a significant voltage drop to the locations. He recommends installing an independent circuit from a street light pole at 2<sup>nd</sup> and F Street to power something similar to an RV pedestals at poles #2 and #3. The pedestals could be metered or the harbor could rent out a pig tail unit that would allow customers to access power for a defined amount of time. He will put together a rough cost estimate using this model.

**COMMUNICATIONS**

- 17-02-08 Bering Sea Alliance letter to Senator Sullivan & Senator Murkowski re: Creation of Arctic Fisheries Management Council
- 17-10-24 Mayor Beneville Letter to Hapag Lloyd Cruises re: Turning Ships
- 17-11-14 Alaska DOT Open House meeting re: Seppala Dr. & Port Rd.

Discussion: There was none

**CITY MANAGER'S REPORT** (None)

**HARBORMASTER'S REPORT** (Verbal)

HM Stotts highlighted the wind down of the season with staff being released, and vessels/equipment stored for winter. Collections on past due accounts is underway with success already being evident with the initial impound steps being put into action. The anchor/dead man unit has been constructed (thank you Marty Silvernail) and scheduled for moving to the heated snow storage building for galvanizing. Only two vessels remain in the water, and have been pushed to the high ramp to await haulout. Both owners had hoped to get more mining in, but freezing temps have nullified those plans.

Discussion:

Lean inquired about the status of the tug boat – PD Baker replied that two bids were received today with low bid coming in from Q Trucking at \$15,500 – which will be awarded through contract tomorrow, once all required documentation has been submitted. The contractor has until 30 June 2018 to complete the work, but has advised it will be done right away.

**PORT DIRECTOR REPORT (Projects Update)** (11.09.17 Report)

PD Baker advised that she jointed Terry Kurth with Alaska DHS, as well as Garth Howlett and Bryan Hudson with PND Engineers on a site visit to the Cape today to conduct a project inspection as required by FEMA. (Thanks to Joe Horton for the escort as the road conditions were anticipated to be less than ideal.) Terry took many photos and will put together a report for the project administrator, Nora Firmin.

Regarding the camera project; AFS was in town this week to address some technical issues with a couple cameras in the field, did some training with Lucas and I, exchanged a couple hardware components and will be providing as-builts within the next two weeks. This will fulfill all of their project obligations, and allow them to submit the final billing under the contract.

Lastly, 3 applications have been received for the vacant Commission seat, and renewal apps have been submitted by Mr. West and Mr. Lean to extend their service in their respective seats.

Discussion:

Henderson asked whether this was funded by a grant; PD Baker replied that yes, the majority of the project was covered by the Port Security Grant Program under FEMA, with a 25% cost-share from the Port budget. There were some additional upgrades required on the City's existing fiber system at the Harbor office and at NJUS where the servers are housed. Some of these costs were ineligible for the grant, and therefore funded by the Port budget. A full accounting of the project will be provided soon. Henderson asked if NJUS and Port cameras were combined; PD Baker replied they are tied into the same overall software system, and we are sharing views (to include a new camera on the Seawall required by the Council), as we have areas of mutual responsibility at the Port, Harbor and Industrial Pad. West asked if this would be intertwined with the Public Safety Building; PD Baker indicated yes, a work station has been ordered for placement at NPD for safety and emergency purpose. Lean inquired about storage capacity; HM Stotts replied that due to the current server size we are getting about 60 days of recording for each camera. Henderson asked

about maintenance agreement with the vendor; PD Baker said there is a one year warranty on the project, and then the City will decide whether to be part of the revolving NJUS agreement, or an independent.

### **OLD BUSINESS**

#### *Capital Improvements Plan – Cordova Consulting (Updated Draft for Consideration)*

PD Baker highlighted that the bulk of the updates are contained in Table 4 on page 5 of the plan and reflects revisions to the depreciating assets. This table is useful in depicting the replacement schedule of the shorter life assets, versus the long-life, such as; the breakwaters, ramps and sheet pile docks.

#### **Discussion:**

After a brief discussion, the member present elected to consider approval of the Capital Improvements Plan through the following motion:

#### **Motion:**

The following motion was moved by C. West and seconded by C. Lean:

Recommend the Nome Common Council adopt the Port & Harbor Capital Improvements Plan – as compiled by Cordova Consulting:

At the Roll Call:

Ayes: Henderson, Smithhisler, Lean, West,

Nays:

Abstain:

0The motion **CARRIED**.

### **NEW BUSINESS**

#### **Arctic Deep Draft Port Renderings & Cost Estimates – Question/Answer Session with PND Engineers:**

Garth Howlett has served as the Port of Nome's lead coastal engineer for many years, with Bryan Hudson joining on the Nome projects several years back. Garth provided a general overview of the 4 concepts of a proposed port expansion design with rough cost estimates. Concept A reflects a direct comparison of the Army Corps' proposal, increased to \$224M due to the 3 years that has elapsed since the cost estimate was prepared. Concepts B show increased depth at the existing breakwater extension length, with alternatives that show use of sheet pile versus armor stone on the inside of the extension in the \$240-250M range. Concept C reflects the breakwater expanded out about 1000 feet to the natural -40 foot contour for another \$100M. This prompts a thorough investigation to compare costs of dredging the increased depth within the shorter breakwater extension, versus the extended breakwater length with less dredging.

#### **Discussion:**

Lean questioned the sheet pile versus armor stone along the inside of the B concepts, and the effectiveness of the over-length sheets with a need to make many splices and potential for impact to split seams. Garth indicated the face would not be a flat surface, but actually similar to the existing open cell docks in place, and also the sheet pile resistance to historical winter ice buildups with no damage. Discussion ensued about the existing port entrance being too narrow, and how this could be addressed in a future expansion. West inquired about sediment movement, and how an expansion would impact beach erosion in front of town. Garth said there will be a corresponding effect of erosion to the east, resulting from the buildup on the west side along the end of the breakwater, which could continue to be addressed with the Corps' beach restoration method of dredge spoils disposal. Garth also highlighted that the larger, more expensive stone

should be concentrated within the zones that are exposed to the bigger waves and ice movements, and the small stone could be used in the less exposed areas to save money.

Discussion continued on various aspects of the design options. These concepts will be reviewed with the Alaska District and made part of the project record once the study moves forward.

**CITIZENS' COMMENTS** - None

**COMMISSIONERS' COMMENTS**

C. Lean – mentioned a letter from the USCG that describes making exemptions on Alaska mariners regarding the Alternative Planning Criteria, but more detail is needed. Also, on the letter proposing an Arctic Fisheries Management Council definitely needs more consideration as I'm concerned about how that would conflict with the North Pacific Fisheries Management Council, and whether it's in the best interest of Nome. He attended the ADOT Open House about the Port Road improvements, and he is concerned about the ADOT proposal to make a 4-way/right angle intersection at the "triangle area" where the roads join before you go down to the Causeway. I think it was made clear by many that this would not work. They are still looking at doing the alignment of Center Creek Road and Snake River Bridge (Jafet Drive).

C. Smithhisler – none

C. Henderson – we haven't gotten into discussions on the tariff tonight, but still wanting to see calendar year comparisons (PD Baker pointed out the calendar year comparison was in the packet, behind fiscal). Also, feels that activity seems slower and businesses are cutting back, which he feels the City/Port need to do also. He feels we need to be cautious about making decisions that may be driving businesses away and discouraging private enterprise.

C. West – definitely a good season was had by all, seems that folks working together in the harbor had few altercations and any issues resolved timely. As we progress through these concepts we'll need to consider funding sources and hopefully the federal government will agree with the need for expansion. Should continue to pursue new business development, and thank you to PND for coming to present.

**SCHEDULE OF NEXT MEETING**

The next meeting: December 14, 2017 at 5:30 PM.

**ADJOURNMENT**

Motion was made by C. Henderson for adjournment – meeting adjourned at 7:40 PM.

**APPROVED** and **SIGNED** this 14<sup>th</sup> day of December, 2017.

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**Jim West, Chairman**

**ATTEST:**

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**Joy Baker, Port Director**



16600

## MARINE SAFETY INFORMATION BULLETIN 05-17

17 November 2017

### **Vessel Response Plan (VRP) and Alternative Planning Criteria (APC) Marine Safety Information Bulletin (MSIB) Cancellation**

- Ref:
- (a) Non-tank Vessel Alternative Planning Criteria (APC) Requirements for Western Alaska, Sector Anchorage MSIB 03-14, April 2014
  - (b) Non-tank Vessel Response Plan Enforcement Change for Ships Transiting Western Alaska, Sector Anchorage MSIB 01-15, January 2015
  - (c) Alternative Planning Criteria National Policy Guidelines for Vessel Response Plans, MER Policy Letter 01-17
  - (d) District Seventeen Interim Guidance for Alternative Planning Criteria (APC) Submissions, dated 16 November 2017

The purpose of this bulletin is to announce the cancellation of references (a) and (b), which have been superseded by Coast Guard Headquarters and Coast Guard District Seventeen guidance.

On 12 October 2017 the Coast Guard Office of Marine Environmental Response (CG-MER) made available reference (c) that provides updated guidance regarding APCs and specifically identifies "conditions of acceptance" for APC submissions. On 16 November 2017 Coast Guard District Seventeen issued reference (d) that provides initial interim guidance for vessel owner/operators and APC administrators developing and renewing alternatives to meet the unique challenges specific to Alaska. Together these documents highlight the regulatory requirements for VRPs and the circumstances in which alternatives might be appropriate. Additionally, they provide the maritime industry with guidance on developing and submitting VRP alternatives and clarify the approval process; thereby, updating the information contained in references (a) and (b).

Reference (d) is available at: <https://pacificarea.uscg.mil/Our-Organization/District-17/Alternative-Planning-Criteria/>. District Seventeen welcomes comments on the initial interim guidance to assist in the development of an Alaskan APC policy at [D17-APC-Comments@uscg.mil](mailto:D17-APC-Comments@uscg.mil).

Please contact CDR James Binniker at [James.A.Binniker@uscg.mil](mailto:James.A.Binniker@uscg.mil) or (907) 428-4148 with any questions or concerns.

S. C. MACKENZIE  
Captain, U. S. Coast Guard  
Captain of the Port, Western Alaska

## District Seventeen

### Interim Guidance for Alternative Planning Criteria (APC) Submissions

Ref: (a) MER Policy Letter 01-17 Alternative Planning Criteria Guidelines for Vessel Response Plans

This guidance applies to vessel operations subject to 33 CFR 155 within the Captain of the Port (COTP) zones of Western Alaska, Prince William Sound, and Southeast Alaska. Its purpose is to identify Alaska specific areas of consideration for vessel owner/operators when citing and/or proposing *alternatives*. Terms italicized throughout this document are defined in reference (a).

Background. Alaska has unique challenges with *remote* areas, vast distances and seasonal operations. Consequently, vessels frequently operate in locations where part of the *National Planning Criteria (NPC)* may be deemed as inappropriate. In these circumstances, vessel owners/operators may propose *alternatives* to address Vessel Response Plan (VRP) requirements.

Submission Guidance. Submissions may include one or more *alternatives*. In addition to the general “conditions of acceptance” per reference (a), it is recommended that any submission for vessels operating in Alaska consider the following:

1. Vessel characteristics. Vessel specific characteristics impact NPC requirements. To aid CG review, it is recommended that supporting information be included in submissions to clarify:
  - a. Type of vessel(s);
  - b. Fuel group(s) and volume(s) carried on the vessel(s);
2. Vessel Operations. Vessel specific operations impact NPC requirements. To aid CG review, it is recommended that supporting information be included in the submission to clarify:
  - a. Types of operations conducted by the vessel(s) and their locations within the COPT zone. Operations may include transit routes; ports of call; fuel transfer/ lightering locations; storm avoidance areas, etc.; and
  - b. Seasonality of vessel operations (if applicable).
3. Analysis of response resources. *NPC* are used to determine the applicability and scope of *response resource* requirements. *Response resource* categories are summarized in Enclosure (1). To aid CG review, a submission should include calculations of the *NPC* requirements in all area of intended operations for covered vessels.

A comparison of available *response resources* to the associated *NPC* requirements will assist the CG in evaluating the *equivalency* of a proposed *alternative(s)*. The comparison of *alternative(s)* is generally discussed in terms of mobilization times, on-scene arrival, physical equipment capabilities and on-scene sustainment of response operations. For locations where *alternative(s)* are proposed, submissions should discuss *build-out plans* to increase *response resource* capabilities towards meeting NPC.

4. Contracts or other approved means. Contracts or other approved means, provide assurance that a resource provider is capable of and intends to commit to meet the specifications of the agreement. To aid CG reviews, it is recommended that submissions include a list of any *response resource* contracts or other approved means, associated with the proposed *alternative(s)*.
5. Statements of non-availability of response resources. In some areas of Alaska *response resource* providers exist, but they may not be available for contracting. To aid CG review, it is recommended that submissions include statements of non-availability for these circumstances, which clarify why particular resources are not used.
6. Oil Spill Removal Organizations (OSROs) and Cooperatives (Co-Ops). Citing an OSRO or Co-Op as *response resource* providers for *alternatives* may not provide adequate information to assist CG evaluation of the submission. If cited, it is recommended that submissions clarify the following in order to facilitate CG review:
  - a. A summary of the equipment and personnel supporting the *response resource* requirement; including details for mobilization times, on-scene arrival and physical equipment capabilities.
  - b. If applicable, a description of any restrictions that may curtail access to the cited equipment and personnel. Examples might include: limited response range; State of Alaska Contingency Plan (C-Plan) requirements; limited operating environments; availability of fixed facility personnel; etc.
7. Resource(s) of Opportunity (ROO). ROO, such as vessels of opportunity, have been included in past submissions. As ROO are not dedicated resources, circumstances likely exist where they are limited or unable to respond. If cited, it is recommended that submissions clarify the following in order to facilitate CG reviews:
  - a. Identification of the types of resources being utilized (e.g., seiner, stern picker, processor, landing craft, towing vessel, accommodation vessel, rotary wing aircraft, fixed wing aircraft, etc.). Vessel classifications, such as those used in the *Spill Tactics for Alaska Responders (STAR)* manual (page A-II-3) and in Alaskan geographic response strategies, are highly recommended. As applicable, also consider aircraft specifications such as cruising speed; observation speed; range; cargo, passenger and sling capacities; and installed or portable sensors.


















- b. Identification of specific *response resource* requirement(s) that the ROO are capable of supporting.
  - c. Strategies to address availability challenges associated with normal, routine and/or seasonal ROO operations.
  - d. Training and exercise opportunities being made available to ROO.
8. Vessel routing. If an *alternative(s)* proposes routing measures, it is recommended that submissions clarify the following in order to facilitate CG reviews:
- a. A description of the routing procedures as applicable to vessels.
  - b. A description of the benefits associated with *response resources* as applicable during spills.
  - c. Procedures to ensure vessel compliance with the routing procedures.
  - d. Notification procedures to the COTP and *APC administrator* when vessel routing is not followed.
9. Notification of equipment non-availability. Circumstances can arise where *response resources* may become unavailable, such as scheduled maintenance. It is recommended that submissions include procedures for the following:
- a. Short term *response resource* non-availability (24 hours or less). For example, telephonic notification to the affected COTPs' command center relaying the change and expected resolution.
  - b. Temporary *response resource* non-availability (30 days or less). For example, written notification to the affected COTP(s) documenting the change, expected resolution, and impacts to vessel operations and response strategies.
  - c. Long term *response resource* non-availability (more than 30 days). A VRP amendment must be submitted to COMDT (CG-MER) in accordance with 33 CFR 155.1070(d) and .5070(b). Affected COTP(s) should also be provided written notification, which documents the change, expected resolution, and impacts to vessel operations and response strategies.
10. Compliance Considerations. Vessel owner/operators should consider the following when submitting *alternatives* and/or citing them in a VRP.
- a. Multiple *response resource* providers and/or *alternatives* may be required to attain *equivalency* with VRP requirements for areas of intended operations in District Seventeen.

- b. Failure to follow components of *alternatives* may result in vessel enforcement actions.
- c. Future changes in policy or regulation may require updates to an *alternative* prior to its expiration date. Failure to conform may warrant a recommendation that an *alternative* not be renewed or cited in VRPs.

Additional Information. For questions about submitting, modifying or renewing alternatives, please contact the applicable CG Sector response department. For questions about this guidance please contact CG District Seventeen, [D17-APC-Comments@uscg.mil](mailto:D17-APC-Comments@uscg.mil).

# VRP Response Resource Categories

 <b>Qualified Individual</b>	 <b>Spill Management Team</b>	 <b>Aerial Tracking</b>	 <b>Sustainment</b>	 <b>Support Equipment</b>
 <b>On-water Recovery: AMPD</b>	 <b>On-water Recovery: MMPD</b>	 <b>On-water Recovery: WCD</b>	 <b>Shoreline Protection</b>	 <b>Shoreline Cleanup</b>
 <b>Dispersants</b>	 <b>Salvage: Assess &amp; Survey</b>	 <b>Salvage: Stabilization</b>	 <b>Salvage: Special Ops</b>	 <b>Marine Firefighting</b>

# Alaska Dispatch News

## Arctic

### Fishing ban in international Arctic waters remains elusive

✍ Author: Yereth Rosen | Arctic ⓘ Updated: December 2 📅 Published December 4, 2016

More than a year ago, five Arctic nations signed a declaration pledging to keep their fishing fleets out of the international waters in the Arctic Ocean, an area increasingly ripe for exploitation as summer sea ice diminishes — and perhaps increasingly vulnerable with so little known about its ecology.

Now a group of diplomats is still trying to hammer out a binding agreement to protect waters of the central Arctic Ocean. The effort has expanded to nine nations and the European Union.

A meeting last week in the Faroe Islands, about halfway between Iceland and Norway, failed to produce the deal that some had expected to be in place by now, well before any commercial fishing vessels head north into international Arctic waters. Another session will be held early next year, probably in Iceland.

All parties are sticking by the goal of protecting the Arctic Ocean, said the U.S. State Department official who is managing the negotiations.

"All delegations reaffirmed their commitment to prevent unregulated commercial high-seas fishing in the central Arctic Ocean as well as a commitment to promote the conservation and sustainable use of living marine resources and to safeguard healthy marine ecosystems in the central Arctic Ocean," Deputy Assistant Secretary of State David Balton said in a "chairman's statement" that was released at the end of the session.

There was "good progress in resolving differences of view on a number of the main issues under discussion," Balton's diplomatic statement said, and there is reason to believe that a binding agreement will be produced soon. "There was a general belief that these discussions have the possibility of concluding successfully in the near future," his statement said.

But one Alaskan who attended the session, David Benton, a U.S. Arctic Research Commission member, expressed concern about how much still needed to be done.

"There are still some remaining fairly big-ticket issues on the table," Benton said in a telephone interview from the Faroe Islands.

He did not specify those remaining sticking points, but he cited wording in Balton's official statement that referred to unresolved questions about exploratory fishing, the procedures for setting up one or more Arctic fishery management systems and procedures for future decision-making.

Scott Highleyman, international Arctic director for the Pew Charitable Trusts, said the outstanding issues cited by Balton are "the heart" of any possible agreement.

"Until they are resolved, it's impossible to know if nations will seize the opportunity to truly protect the Arctic Ocean and the coastal residents who rely upon its resources and foster cooperative scientific research to learn more about this new ocean emerging out of the ice before industrial activity takes place," Highleyman, who is a member of the U.S. delegation at the negotiations, said in an email.

Benton, a veteran fisheries manager in Alaska, said the goal of the Arctic fisheries agreement is to avoid a disaster previously experienced in his home state.

"What we did not want to happen was a repeat of what happened in the Bering Sea in the 1980s," Benton said. Back then, while the U.S. was managing fishery stocks in U.S. territory and the Soviet Union was doing the same in its own, a "doughnut hole" of international waters in between was left open to unregulated, free-for-all harvests in which other nations' fleets "fished the hell" out of the pollock there, he said.

The result? "One of the biggest fishery collapses in the world," he said.

Benton represented the state of Alaska in negotiations that produced a six-nation deal to close the 50,000-square-mile Bering Sea doughnut hole to fishing. But by then, much damage had been done.

Preventing such fishing in the international waters of the Arctic Ocean, where a 1.1-million-square-mile doughnut hole dwarfs the one in the Bering Sea, will head off such damages, he said.

"The beauty of it is, for once in the history of the world we're going to get ahead of the game before fishing starts and there are potential problems," he said.

Securing a binding agreement to prevent commercial fishing in international Arctic waters would protect Alaska, including Arctic villagers who depend on the sea for their food and culture, Benton said. The U.S. government, through the North Pacific Fishery Management Council, has already banned commercial fishing in federal Arctic waters, but that ban would be undermined if fishing vessels flock to areas just outside of the 200-nautical-mile U.S. exclusive economic zone, he said.

Just which fish species would be targeted by fleets harvesting Arctic waters is yet unknown, Benton said. Arctic cod, a keystone species for the marine system, might be a target, but right now very little is known about the central Arctic Ocean ecosystem, including the types of fish dwelling there, and the time to get the international-waters ban in place might be limited, he said.

"I would say there's nobody hammering at the door. But things are changing fast, and changing faster than anybody or the climate models predicted," he said.

The Faroe Islands meeting was the fourth in a series of negotiations that started last year. The first two negotiating meetings were held in Washington, D.C. The third was held this summer in Iqaluit in the Canadian territory of Nunavut.

**About this Author****Yereth Rosen**

Yereth Rosen was a longtime reporter for Alaska Dispatch News.





*A convoy of tankers sails in the wake of a nuclear-powered icebreaker on Russia's Northern Sea Route. (Getty)*

## China sent more than a dozen vessels through the Arctic this year

 Author: **Malte Humpert, High North News**  Updated: December 6 at 8:03 AM

 Published December 6 at 7:53 AM

Chinese shipping companies have sent a dozen vessels through the waters of the Northern Sea Route (NSR) in 2017, compared to five vessels the previous year. This is the largest fleet of non-Russian flagged vessels to ever operate on the route. In addition, the Xue Long, a Chinese icebreaker, also spent nearly three months sailing the Arctic Ocean, including Canada's Northwest Passage.

China's Ocean Shipping Company utilized the route for five transit voyages — three westbound from Asia to Europe and two eastbound from Europe to Asia — and three destination trips to deliver modules for Yamal LNG to Sabetta. Guangzhou Salvage also delivered modules for Yamal LNG. In addition China's National Offshore Oil Corporation and China's Oilfield Services Limited conducted seismic and drilling activities in



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The rapid increase of Chinese activity on the route follows the country's intent to benefit from the opening of Arctic shipping routes.

"The NSR has officially become part of the maritime component of China's One Belt One Road project after the publication of China's National Development and Reform Commission and the State Oceanic Administration's vision for Maritime Cooperation under the Belt and Road Initiative," explains Ekaterina Klimenko, Researcher at the Stockholm International Peace Research Institute.

### **A busy summer on the NSR**

China's activity on the route falls into the busiest Arctic shipping season yet. More than 9.6 million tons of cargo have already been transported this year and the head of the NSR Administration Nikolai Monko expects a total of around 10.2 million tons. This represents an increase of 36 percent over 2016 with 7.5 million tons.

COSCO's operations in the Arctic saw three vessels the Tian Jian, the Lian Hua Song, and the Tian Fu, transport windmill-related cargo to and from Denmark. The first two vessels delivered windmill towers to Esbjerg arriving on Sept. 23 and Aug. 31. They each spent nine days sailing the NSR. The Tian Fu transported windmill blade moulds from Grenaa to Shanghai traversing the Arctic route in eight days.

The Da An departed from Tian Jin, China with unknown cargo. The vessel spent eight days on the NSR before arriving in Cuxhaven, Germany on Sept. 14. In addition the Tian Le sailed from Cuxhaven, Germany to Tomakomai, Japan, again with unknown cargo. It spent just seven days on the NSR and arrived in Japan after just three weeks of sailing.

All five vessels shortened their voyages by about 10 days by sailing via the Northern Sea Route, rather than the Suez Canal.

### **Chinese vessels support construction of Yamal**

In addition to transit traffic transporting goods to and from Europe, Chinese vessels were also engaged in supporting the construction of Yamal LNG.

The project consists of three LNG liquefaction trains each consisting of 26 prefabricated modules delivered to the port of Sabetta. In total, including supporting segments, 155 modules have to be delivered to the construction site in Sabetta. This summer China's national oil company shipped the last 36 core modules for the Yamal project.

Several heavy load carriers, operated by CNOOC, Guangzhou Salvage, and COSCO delivered these modules to the port of Sabetta. The Hai Yang Shi You 278, the Xia Zhi Yuan 6, the Xiang He Kou, and the Xiang Yun Kou arrived at Sabetta between July 15 and Sept. 12.



Chinese vessels were also engaged in seismic exploration and drilling activities in the Kara Sea west of the Yamal Peninsula. The Hai Yang Shi You 278, before calling at Sabetta two months later, delivered the semi-submersible drilling rig Nan Hai Ba Hao to Murmansk.

The rig, which can operate in waters up to 1,400 meters deep, conducted nearly three months of drilling operations in Gazprom's Leningradskoe license area. This represents the first activity in the Kara Sea since sanctions put an end to a partnership between Rosneft and Exxon Mobil in 2015.

"At the moment, Russia and China are indeed allies in the Arctic and in the development of the hydrocarbons in particular. Yamal LNG is not the only area of cooperation in the Arctic the two countries are discussing. Rosneft has been talking to the Chinese companies to work on a number of offshore projects. Although nothing has been officially signed or declared, there are few indicators that negotiations are still ongoing," states Klimenko.

"This summer China Oilfield Services Limited's (COSL) Nan Hai Ba Hao platform has been working on Gazprom's Leningradskoe deposit. This was the only drilling in the Kara Sea this year. This example as well as cooperation on between Rosneft and COSL in the Okhotsk Sea are signs that within the next five-10 years China might become a major partner for the offshore development, especially if the sanctions remain."

Further cooperation appears likely, also given the fact that the Hai Yang Shi You 720, a research and survey vessel, conducted more than four months of seismic survey activity in the Kara Sea.

### **NSR Traffic to double in 2018**

With the beginning of production at Yamal LNG and the first shipment expected for December 8 and destined for China, traffic on the route is likely to nearly double over the next 12 months. According to the Russian Ministry of Transport cargo volumes, the vast majority of which will come from the transport of hydrocarbons, could reach up to 65 million tons per year by 2020. China is slated to benefit two-fold from the growing utilization of the route: as a shortcut for select specialty cargo to and from Europe and as a delivery route for Russian-made LNG and oil.



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## **CITY OF NOME**

City Manager's Office

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### **City Manager's Report**

**From:** Tom Moran, City Manager  
**Date:** November 28 – December 8, 2017

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- Congratulations to our November Employee-of-the-Month, Dan Heihn. Dan came into the role of Emergency Services Technician (EST) as a temporary emergency hire, and has done an excellent job of getting the metaphorical train back on the tracks for both the Ambulance and Fire Departments. Keep up the good work, Dan!
- In line with the above point, please join me in welcoming our new regular full-time EST, Quinten Johnson. Quinten started on Monday, December 4<sup>th</sup>, and comes to us with sparkling credentials. I look forward to working closely with Quinten and Chief West to streamline and enhance emergency services operations on the Nome road system.
- Good news from the Clerk's Office, as Christine Piscoya (formerly his Administrative Assistant) has accepted the position of Deputy City Clerk. We'll now begin advertising to fill the vacant spot at City Hall's front counter.
- ECI Hyer and DOWL were in town on Tuesday, December 5<sup>th</sup> to help orchestrate a final tune-up and training for the *very complex* electrical and mechanical systems at the Richard Foster Building. Everyone in attendance was very impressed at how quickly our Building Maintenance Department (especially Dave Barron) has learned the controls.
- The Planning Commission met on Tuesday, December 5<sup>th</sup> to finalize details of the City's application to the State Office of History and Archaeology for Certified Local Government status. We anticipate achieving full certification in early 2018.
- Many thanks to everyone who helped orchestrate Nome's annual Christmas Extravaganza at Old St. Joe's on Wednesday, December 6<sup>th</sup> (especially Cheryl Thompson, Marguerite LaRiviere, Christine Piscoya, J.J. Alvanna, Museum/Library Commissioner Dan Ward, and Mayor Beneville). It's easily my favorite community event of the year, and a great kickoff to the Holiday Season.
- The City's snow removal team held a luncheon meeting with AKDOT's snow removal team on Thursday, December 7<sup>th</sup> to discuss ways in which we can increase the efficiency of our joint operations. I believe that everyone in attendance came out with a good handle of how we can help each other and, in turn, Nome's citizens.
- I've been invited to attend the NACTEC Advisory Board meeting on Monday, December 11<sup>th</sup> and Tuesday, December 12<sup>th</sup>. Congratulations to NACTEC on celebrating its fifteenth anniversary!

- Happy trails to Sergeant Preston Stotts, whose last day with the Nome Police Department will be on Tuesday, December 12<sup>th</sup>. Preston's nearly fifteen years of institutional knowledge will be sorely missed. Good luck in Soldotna, Sergeant!
- The City's annual Employee Christmas Party will be held at the VFW on Friday, December 15<sup>th</sup> at 6:00. Councilmen and Commissioners are always invited and encouraged to attend.
- I'll be out of town from December 21<sup>st</sup> until January 3<sup>rd</sup>. During my absence, Clerk Hammond has agreed to take on Acting City Manager duties. Though the Council can make a motion to appoint someone else, I recommend Bryant based upon the fact that he is already a signatory on the City's accounts, and has served as Acting City Manager a few times in the past.
- The Council's regular meeting of December 25<sup>th</sup> has been cancelled due to the Christmas holiday. The next regular meeting will be on Monday, January 8<sup>th</sup> with a work session beforehand at 5:30.

• **HAPPY HOLIDAYS TO ALL!**



# Memo

To: Tom Moran – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor & Nome Common Council  
Nome Port Commission  
Date: 12/8/2017  
Re: Port & Harbor Report/Projects Update – December 2017

The following provides a status update on active issues and projects pertaining to the Port & Harbor. (Content in *italics reflects no status change on this project.*)

## **Administrative:**

There were no vessel operations at the Port during November, but haul outs continued in the harbor throughout the month for the home-ported fishing vessels and dredges. Seasonal Port & Harbor staff were released in early November, with Harbormaster Stotts remaining to wrap up final storage assignments, billing, inventories and account collections, as well as assisting Public Works with snow removal as needed. Harbormaster Stotts will transition to Public Works on 1 Jan 2018.

The F18 Port Budget at 30 Nov 2017 shows revenue at 88.6% – with 36.9% expended. All but the Harbormaster vehicles were winterized and stored in late-November.

## **Causeway:**

### Arctic Deep Draft Port (ADDP) Study:

Discussions between Army Corps Alaska Headquarters and the Alaska District continue, and appear to be narrowing down on a potential path forward on a Nome project study. The Congressional Delegation and their staff are communicating with Headquarters, with results of this effort anticipated to be available very soon.

## **Inner Harbor:**

### Snake River Moorage & Vessel Haulout Facility:

*The Tiger grant application for funding of this project was successfully submitted to the USDOT on 16 Oct 2017, with anticipated funding awards generally announced in March. The comprehensive package demonstrated significant project support and we are hopeful for success.*

## **Port Industrial Pad:**

### Industrial Pad Development (Thornbush Site):

*This project is currently in a dormant status until the final phase of the Snake River dredging excavation begins just after 1 March 2018. The remaining work will be funded by the held balance of the 2014 DC-108 grant.*

**External Facilities:****Cape Nome:**

The contractor's final project survey results have been reviewed by PND and anomalies were found with the data that reflect some areas showing missing stone. In order to have all pertinent parties available, a teleconference is scheduled for the week of 11 Dec 2017 to address the survey anomalies and determine a solution. As a follow up, the Alaska DHS inspector traveled to Nome on 16 Nov 2017 and successfully performed the required site visit.

Alaska DHS has advised the long-awaited PW 17 revision has finally been returned to the state level, and they anticipate completing their review during December, and submitting the revised award documents to the City.

**Port Security Cameras:**

Arctic Fire & Security (AFS) has completed all work associated with this project, with as-builts delivered and final pay app in processing. The City continues to work with AFS on a few external cameras for the Seawall and Old St. Joe's. Final accounting is underway and the grant should achieve final closeout during 4<sup>th</sup> quarter 2017 reporting.

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A variety of other projects are in the queue for the off-season period for various planning, design and funding phases. This information can be made available on request.

## **Chapter 12.30**

### **ABANDONED AND DERELICT VESSELS**

#### **Sections:**

- [12.30.010](#) Impoundment.
- [12.30.015](#) Preimpoundment procedures.
- [12.30.020](#) Record of registration number.
- [12.30.030](#) Notice to owner.
- [12.30.040](#) Notification to lien holders.
- [12.30.050](#) Sale at public auction.
- [12.30.060](#) Assessment of costs.
- [12.30.070](#) Hearing before city council.
- [12.30.080](#) Disposition of sale proceeds.

#### **12.30.010 Impoundment.**

(a) The Nome port director shall have the authority to impound a vessel defined as delinquent, derelict or abandoned and which is located within the boundaries of the Nome port.

(b) A "delinquent" vessel is any vessel within port of Nome property that creates a serious hazard to public health, safety, or convenience, or whose owner is responsible for creating serious disruptions in port operations. Serious hazards or disruptions may include, but are not limited to, actions such as:

- (1) Having an account over sixty days past due;
- (2) Causing or allowing to be caused at least one reportable violation relating to releases of hazardous materials, either into the water or on port property;
- (3) Causing or allowing to be caused at least one incident of damage to port property and/or infrastructure;
- (4) Involvement in at least one confirmed report of an altercation/dispute with other users or port staff that requires police assistance;
- (5) Violating tariff rules and regulations on more than one occasion (speed, reckless mooring, improper mooring, refusing to keep work area safe, clean and accessible);
- (6) Refusing to comply with direct order from harbormaster or port and harbor staff.

(c) A "derelict or abandoned vessel" is any vessel moored or otherwise located within the boundaries of the Nome port which is forsaken, partially submerged, deserted or whose owner fails to contact the port director within five days after written notice declaring the vessel to be abandoned has been attached to said vessel. (Ord. O-12-02-03 § 6, 2012: Ord. O-93-6-6 § 1 (part), 1994)

#### **12.30.015 Preimpoundment procedures.**

(a) If the port director suspects that a vessel is delinquent, derelict or abandoned, he shall provide written notice to that effect prior to impounding the vessel. The notice shall be posted conspicuously or left with an appropriate person on the vessel. If the notice is not presented directly to the owner of the vessel, in



person, the notice shall also be mailed by certified mail, return receipt requested, to the owner. The notice shall set forth in general terms the reasons that the port director suspects the vessel of being delinquent, derelict or abandoned. It shall state a time for the owner to be heard, which shall be not less than ten days after notice is given.

(b) The preimpoundment hearing shall be informal. No particular form is required, nor is it required to be on the record. The owner should be given a reasonable opportunity to explain any reasons the vessel should not be considered delinquent, derelict or abandoned, and/or to explain the steps the owner will take to remedy any problems noted by the port director. The owner may respond in writing if he or she chooses, as long as the response is received by the time set for hearing. If the owner does not appear at the appointed time, or otherwise fails to respond or cooperate, the port director should determine whether the vessel is delinquent, derelict or abandoned based on whatever facts and circumstances are available.

(c) After the informal hearing, the port director shall determine based on all the available facts and circumstances whether the vessel should be considered delinquent, derelict or abandoned and subject to impoundment under this section. The port director shall have the discretion and authority to order sanctions or conditions in lieu of impoundment in appropriate circumstances.

(d) If the port director determines that the vessel is subject to impoundment, he shall issue a written notice advising the owner of the vessel of the decision, the reasons therefor, and advising the owner that the vessel is subject to immediate impoundment. The port director may then proceed with the impoundment procedures outlined in NCO Sections 12.30.020 through 12.30.080. (Ord. O-12-02-03 § 7, 2012)

#### **12.30.020 Record of registration number.**

Upon impounding a vessel, the port director shall make a record of the official registration number or, if the vessel has no official registration number, any serial number, name or other identifying marks which are readily visible on the abandoned or derelict vessel and determine, if possible, the owner's name and if the vessel is subject to any liens. (Ord. O-93-6-6 § 1 (part), 1994)

#### **12.30.030 Notice to owner.**

After impounding a vessel, but in no case later than five days after impounding a vessel, the port director shall cause a notice to be mailed by certified mail, return receipt requested, to the owner, informing the owner that the vessel has been impounded as delinquent, derelict or abandoned and that the vessel may be sold at public auction thirty days from the date the notice is sent if the owner does not reclaim the vessel, pay the costs associated with impounding the vessel, including storage fees, and satisfy any other reasonable conditions imposed by the port director. In the event that the vessel's owner cannot be identified, the port director shall cause to be printed in a newspaper of general circulation within the city, a notice describing and identifying the impounded vessel and informing the public that the vessel may be sold at public auction thirty days after the date of the first publication of the notice and that the owner has thirty days from the date of the first publication of the notice to reclaim the vessel and pay all costs associated with its impoundment. This notice shall be published by the director once each week for four consecutive weeks. (Ord. O-12-02-03 § 8, 2012; Ord. O-93-6-6 § 1 (part), 1994)

#### **12.30.040 Notification to lien holders.**

Prior to the sale at public auction of any vessel impounded by the port director, the port director shall

cause the notice required by Section 12.30.030 of this chapter to be sent to any person or entity known to the city to be holding a lien against the vessel. (Ord. O-93-6-6 § 1 (part), 1994)

#### **12.30.050 Sale at public auction.**

If an impounded vessel has not been reclaimed and the costs associated with its impound, including storage fees, paid to the city, the port director may publish a notice, in a newspaper of general circulation within the city, informing the public that the impounded vessel shall be sold at public auction. The public auction may be held not less than thirty days after the notice of public auction is first published. (Ord. O-12-02-03 § 9, 2012; Ord. O-93-6-6 § 1 (part), 1994)

#### **12.30.060 Assessment of costs.**

If an impounded vessel is not sold at public auction or if the sale does not cover the costs incurred by the city in impounding the vessel, the costs associated with impounding the vessel may be assessed against real or personal property of the owner, if the owner can be identified, in the same manner as real or personal property tax assessments. (Ord. O-93-6-6 § 1 (part), 1994)

#### **12.30.070 Hearing before city council.**

The owner of a vessel impounded by the port director may request in writing a hearing to contest the propriety of the impound before the Nome city council under the same procedures as the mayor may outline for appeals under Section 01.060(f) of the port of Nome tariff. Such written request shall be postmarked no later than thirty days after receipt of the notice of impound or first publication of the notice of impound. Within ten days of the conclusion of the hearing, the council shall issue a decision, or it may adopt the decision of the port director if the decision sufficiently sets forth the reasons for the decision and the council agrees to uphold the decision. The decision of the Nome city council shall be considered final and may be appealed to the Superior Court for the state of Alaska, Second Judicial District. (Ord. O-12-02-03 § 10, 2012; Ord. O-93-6-6 § 1 (part), 1994)

#### **12.30.080 Disposition of sale proceeds.**

Proceeds from the sale of derelict or abandoned vessels shall first be used to reimburse the city for all costs associated with impounding, storage and selling of the vessel; remaining funds shall be paid to holders of any liens recognized under federal admiralty or maritime law, provided such lien holders request payment from the city, in writing, within sixty days from the date of the vessel's sale. Any funds remaining after the city and lien holders have been paid shall be paid to the owner of the vessel, provided that the owner makes such a request in writing, within sixty days from the date of sale and provided that the owner provides satisfactory proof of ownership to the port director. If any funds remain from the sale of a vessel, the funds shall be turned over to the city treasury after the sixty-day period. (Ord. O-93-6-6 § 1 (part), 1994)

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**The Code of Ordinances of Nome is current through Ordinance O-14-06-03, passed July 14, 2014.**

Disclaimer: The City Clerk's Office has the official version of the Code of Ordinances of Nome. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

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