

City Manager
John K. Handeland

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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

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**NOME PORT COMMISSION
WORK SESSION & REGULAR MEETING AGENDA
THURSDAY, JANUARY 17, 2019 @ 5:30/7:00 PM
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30 PM:

- A. Discharging of firearms within the Port & Harbor Facility
- B. Review/discussion of Port Tariff #14 updated draft revisions

REGULAR MEETING – 7:00PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 18-12-20 Regular Meeting
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
 - 19-01-08 Navy May Deploy Surface Ships to Arctic This Summer – USNI News
 - R-19-01-02 Local Funding Match AK Dept. of Transp. Port Rd Improvements
 - R-19-01-03 City of Nome 2019 State Legislative Priorities
 - R-19-01-04 City of Nome 2019 Federal Legislative Priorities
- VI. HARBORMASTER REPORT**
 - Update on Planning, Repair & Maintenance
- VII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 19-01-10 Port Director/Projects Status Report
 - F19 Port & Harbor Budget Amendment
 - Update on Corps Modification Feasibility Study
- VIII. OLD BUSINESS**
 - Proposed Port of Nome Tariff No. 15 (Recommend adoption to Council)
- IX. NEW BUSINESS**
 -
- X. CITIZEN’S COMMENTS**
- XI. COMMISSIONER COMMENTS**
- XII. NEXT REGULAR MEETING**
 - February 21, 2019 - 5:30 pm
- XIII. ADJOURNMENT**

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
December 20th, 2018**

The Regular Meeting of the Nome Port Commission was called to order at 6:57pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

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

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

In the audience: Sandra Medearis, Arctic News; Doug Johnson, Mark Johnson, Brandon Ahmasuk, Shawn Pomrenke, Monica Gomez

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda, with one change to allow Brett Farrell with the Marine Exchange to speak on the Old Business item after Citizens Comments:

Motion was made by Rowe and seconded by Sheffield.

At the Roll Call:

Ayes: Lean, West, Henderson, Rowe, Sheffield, McLarty, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

Nov 15, 2018 Motion was made by Lean, seconded by Rowe to approve the minutes:

Regular Meeting

At the Roll Call:

Ayes: West, Henderson, Rowe, Sheffield, McLarty, Smithhisler, Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

Brandon Ahmasuk w/Kawerak - spoke about marine mammal hunting in and around the port area; to be cautious while considering making any rules in the new tariff to disallow hunting in the port as there is already federal and state law allowing Alaska Natives to take marine mammals in federal and state waters. He believes that from a very young age, subsistence hunters are raised to be responsible hunters, and some rely on the native subsistence foods to feed their families. He explained an arrangement made in 2015 with the City Manager, Mayor and Chief of Police to have hunters call NPD when they intended to shoot an animal in the port. He recommends doing some outreach education rather than trying to stop marine mammal hunting that is already allowed by federal law through the Marine Mammal Protection Act.

Discussion:

Lean recalled an unsafe incident with whales being hunted offshore, with shooting back towards town.

Henderson asked Brandon what he recommended to address safety concerns. Brandon repeated doing the outreach and having those that are unfamiliar to contact his office for additional information

Gay suggested revisiting the previous protocols to bring the discussion back to the forefront.

PD Baker agreed to reach out to Brandon for additional information and bring in NPD and CM Handeland.

Shawn Pomrenke w/Northwest Gold Diggers raised the issue regarding his request to the USCG to gain a temporary 2 year extension for his mining barge to meet the necessary compliance. He does not disagree with the regulations, just needs time to be able to bring his vessel into compliance. His vessel has been inspected by a qualified marine surveyor that the majority of his barge is built beyond the scaling strength required by the USCG. The level of compliance required by the USCG means that I have to re-plate the entire barge, but this will take about 3 years. He believes with his knowledge and experience that he can achieve this requirement and meet the USCG requirement, but needs the extension timeline to secure his investor funding and move forward with the project. He's requesting joint support from both the Port Commission and City Council, combined with support from the Chamber of Commerce and private sector to submit to the USCG.

(DISCUSSION FOR OLD BUSINESS ITEM):

Brett Farrell w/Marine Exchange of Alaska – PD Baker briefly reminded the group of the white paper request regarding the pros and cons surrounding potentially relocating the USCG maritime boundary line at Nome. Brett laid out the specific USCG regulations as a Certificate of Inspection (COI), Load Line Certificate (LLC) and Operator Licensing Requirement (OLR) that currently apply to large mining vessels working beyond the boundary line. He then described how these same vessels would be exempt from these regulations if the boundary line were moved to a location further seaward, with all mining operations happened inside that line. The boundary line movement would not exempt vessels from carrying all required safety equipment or from being boarded by the USCG, but they would no longer be inspected vessels. Brett indicated that whether or not that lack of USCG inspection for the COI/LLC/OLR would result in a less safe vessel would depend heavily on the operator, their maritime experience and vessel condition. It is also quite possible that with less stringent regulations, more mining operations may develop to take advantage of the lighter regulatory opportunity.

Discussion:

Lean stated clarification on the two different strategies being attempted; 1/moving the boundary line, and 2/waive some of the requirements for the grandfathered vessels. There was a historical precedence in Norton Sound with a small time wood hulled freight operation delivering to the region, based out of Nome. As they became uneconomical, they were pushed into the beach and abandoned. He asked if operating inside the boundary line was considered inland waters, and Brett replied yes - outside the line is considered near coastal. Brett mentioned that he thought he'd read that a risk analysis was done on boundary lines in the region, so may be worth making an inquiry with the USCG Sector ANC. He further suggested that anyone seeking a waiver on current regulations, gather and submit support for their argument to the Sector office. Lean tried to reaffirm, so you would not recommend going straight to HQ for the waiver, but direct to the Captain of the Port? Brett confirmed, no, it typically backfires on the applicant to bypass the Sector office.

Sheffield inquired to Brett if the paths to waivers, to extensions, alternative compliance are more likely to be easier to achieve than moving the boundary line? Brett's reply was he couldn't respond specifically but

in his experience he believes that operators approaching the USCG with the desire to ultimately comply would have better reception than those that do not have that intention.

McLarty asked Brett if he knew if there was a difference in the level of inspection between insurance and USCG inspections. Brett indicated he didn't have personal experience with that as he'd never participated in an insurance inspection. McLarty indicated he didn't think an insurance company would actually provide coverage for a \$6M vessel if it wasn't sound. Brett stated, that's a good point, as it's possible the insurance industry would push back against covering vessels that were no longer required to be inspected.

Henderson asked if Brett had any insight on why boundary lines were moved at other locations in Alaska. Brett had no specific information as that was done some time ago.

West summarized that if the desire is to pursue moving the boundary line, we would make that request to the Council, which would need to be addressed directly with the USCG Captain of the Port.

Rowe and Lean concurred that there are two separate issues at play; one is Shawn requesting support from the Port/City for his temporary waiver extension, and the other is contemplating the Port/City pursuing a boundary line move. Lean added that he's confident the last waiver attempt that went directly to HQ was a mistake. There may be something beneficial down the road to considering a boundary line move, but we should probably wait for some time to pass before attempting to approach the USCG on the issue.

PD Baker reminded the group of the results in April concerning the City's advocacy for that other mining operation's request and also hitting that brick wall regarding the USCG's denial for alternative compliance or waiver/exemption. Although the discussion begins at the Sector level, it will ultimately end up at the same office that gave the denial.

Rowe reiterated that Shawn's request is just to obtain the Port & City's support in an effort he will pursue on his own. As far as the boundary line move, he agrees that's a much larger consideration that will require numerous future work session discussions.

Shawn will finalize his draft letter and return to the Commission in their January 2019 meeting.

COMMUNICATIONS

- 18-11-08 NSEDC to City – Award Notice, Launch Ramp Repair
- 18-11-08 USCG to Port - Facility Security Amendment
- Alaska Sea Grant- Ecosystem-wide Changes in the Bering Sea
- US DOD- USCG Wants Bigger Arctic Presence
- ADN Article- Military Operations in the Arctic
- Arctic Today - USCG Launches First Satellites for Arctic Security and SAR

Discussion:

Kudos to Gay on her Alaska Sea Grant article

HARBORMASTER'S REPORT *(Verbal)*

HM Stotts provided a brief update – last day is tomorrow as he's going on vacation through the end of the year, then transitioning to Public Works for 3 months to assist with snow removal and maintenance. The new lights are working out very well, and were long overdue for safety for fall-time haul outs.

Discussion: None

PORT DIRECTOR REPORT (Projects Update) (19-01-10 Report)

PD Baker gave a brief report; highlighting figures on the Corps study cost-share budget request for \$654K to balance up to the federal funds that were finally received last week. The spreadsheet also shows funds expended to date and funds remaining.

Briefing from Jay Sterne re: CMTS Arctic Shipping & Wilson Center Events

Brief write up from Jay on these conferences attended on our behalf. It's nice to read and hear the Navy making public comments about needing to deploy assets in the Arctic and the infrastructure needed.

Planning Commission Comprehensive Plan Update – Port Section

The update process has just begun, and will include numerous work sessions for discussing content. Perhaps a joint work session is in order with the Planning Commission to discuss the updates to the Port section in the plan concerning long term development.

USDOT/MARAD America's Marine Highway System – M5 Arctic Extension

This is a potential opportunity for the City/Port to sponsor the creation of an Arctic route extension on the M5 Marine Highway section, which currently runs along the Pacific and SE Alaska coastlines. The proposed extension would come through the Aleutians and travel along the west and north coasts of Alaska into the Northwest Passage.

Discussion:

OLD BUSINESS

Boundary Line Summary Report from Marine Exchange

Discussion: (see pages 2-3)

NEW BUSINESS

Proposed Tariff No. 14 Revisions for Consideration

West clarified that with several pending items from the work session, the tariff is not yet ready for consideration.

Discussion: None

CITIZENS' COMMENTS

None

COMMISSIONERS' COMMENTS

C. Rowe – thinking about discharging of firearms if we will be allowing more barges to winter in the harbor, we should keep that in mind. On the boundary line move, I don't think it's just the 3 vessels in question, and thinking it would be in the best interest of the small businesses to move the boundary line move. Happy New Year to everyone.

C. McLarty – excellent meeting and not used to seeing this many people in the audience. It's exciting to talk about some things that we have revisited, but it sounds like they might come to fruition. I like to see the Commission doing their duty to back local business and operators that live and work in Nome. Definitely support anything we can do to help our businesses and think that the other advantages to moving the boundary line besides the 3 dredges will be pretty significant on the shipping lines carrying freight to the smaller villages, and the breaks that they can get because of the line move.

C. Henderson – good meeting. I always appreciate the depth of our conversations. We get a lot of expert opinions and perspectives on things. I also support what Shawn's trying to do. I attended a Chamber of Commerce meeting and a common theme was that we don't have enough local businesses to do a lot of things, one being supporting the tax base, so I go on the record saying I support the boundary move as well. Maybe it's a long term solution, and one of the things we struggle with is we don't have a strong natural resources base. We have gold mining, but not on a large scale like the North Slope-Red Dog, so as long as it's safe, I support developing those industry resources.

C. Sheffield – Happy Holidays and Merry Christmas to everyone. Very good meeting, and really thought it was going to go longer. Also, within 90 miles of Gambell, there are long liners fishing for Cod, and she anticipates next spring and summer we will see the rest of the fleet looking for the Cod.

C. Lean – well since everyone captured my comments, I'll say Merry Christmas and Happy New Year.

C. Smithhisler – Merry Christmas and Happy New Year. It was a long meeting but good discussion. I like seeing the Councilmembers coming to the meeting so they can carry the discussion to the Council table.

C. West – thank you Joy and Lucas for your efforts this year, it's been very good. We have come a long way and are progressing down the road.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED to January 17, 2019

ADJOURNMENT

Motion was made by Smithhisler and seconded by Henderson for adjournment – 8:53 PM.

APPROVED and **SIGNED** this 17th day of January 2019.

Jim West, Chairman

ATTEST:

Joy Baker, Port Director

been retained in captivity, a description of the place and means of confinement and the measures taken for its maintenance and care; and

(6) Such other information as the Director may require.

The reports shall be mailed to the Director, U.S. Fish and Wildlife Service, U.S. Department of the Interior, Washington, DC 20240.

[39 FR 7262, Feb. 25, 1974, as amended at 51 FR 17981, May 16, 1986]

§ 18.23 Native exemptions.

(a) *Taking.* Except as otherwise provided in part 403 of this title, any Indian, Aleut, or Eskimo who resides in Alaska and who dwells on the coast of the North Pacific Ocean or the Arctic Ocean may take any marine mammal without a permit, subject to the restrictions contained in this section, if such taking is:

(1) For subsistence purposes, or

(2) For purposes of creating and selling authentic native articles of handicraft and clothing, and

(3) In each case, not accomplished in a wasteful manner.

(b) *Restrictions.* (1) "Except for a transfer to a duly authorized representative of the Regional Director of the U.S. Fish and Wildlife Service for scientific research purposes, no marine mammal taken for subsistence may be sold or otherwise transferred to any person other than an Alaskan Native or delivered, carried, transported, or shipped in interstate or foreign commerce, unless:

(i) It is being sent by an Alaskan Native directly or through a registered agent to a tannery registered under paragraph (c) of this section for the purpose of processing, and will be returned directly or through a registered agent to the Alaskan Native; or

(ii) It is sold or transferred to a registered agent in Alaska for resale or transfer to an Alaskan Native; or

(iii) It is an edible portion and it is sold in an Alaskan Native village or town.

(2) "Except for a transfer to a duly authorized representative of the Regional Director of the U.S. Fish and Wildlife Service for scientific research purposes, no marine mammal taken for purposes of creating and selling au-

thentic Native articles of handicraft and clothing may be sold or otherwise transferred to any person other than an Indian, Aleut or Eskimo, or delivered, carried, transported or shipped in interstate or foreign commerce, unless:

(i) It is being sent by an Indian, Aleut or Eskimo directly or through a registered agent to a tannery registered under paragraph (c) of this section for the purpose of processing, and will be returned directly or through a registered agent to the Indian, Aleut or Eskimo; or

(ii) It is sold or transferred to a registered agent for resale or transfer to an Indian, Aleut, or Eskimo; or

(iii) It has been first transformed into an authentic Native article of handicraft or clothing; or

(iv) It is an edible portion and it is sold (A) in an Alaskan Native village or town or (B) to an Alaskan Native for his consumption.

(c) The restriction in paragraph (b) shall not apply to parts or products of the Pacific walrus (*Odobenus rosmarus*) to the extent that the waiver of the moratorium and the approved State/Federal regulations relating to the taking and importation of walrus permits the delivery, sale, transportation or shipment of parts or products of the Pacific walrus in interstate or foreign commerce.

(d) Any tannery, or person who wishes to act as an agent, within the jurisdiction of the United States may apply to the Director for registration as a tannery or an agent which may possess and process marine mammal products for Indians, Aleuts, or Eskimos. The application shall include the following information:

(1) The name and address of the applicant;

(2) A description of the applicant's procedures for receiving, storing, processing, and shipping materials;

(3) A proposal for a system of book-keeping and/or inventory segregation by which the applicant could maintain accurate records of marine mammals received from Indians, Aleuts, or Eskimos, pursuant to this section;

(4) Such other information as the Director may request;

(5) A certification in the following language:

I hereby certify that the foregoing information is complete, true, and correct to the best of my knowledge and belief. I understand that this information is submitted for the purpose of obtaining the benefit of an exception under the Marine Mammal Protection Act of 1972 (16 U.S.C. 1361–1407) and regulations promulgated thereunder, and that any false statement may subject me to the criminal penalties of 18 U.S.C. 1001.

(6) The signature of the applicant.

The sufficiency of the application shall be determined by the Director, and in that connection, he may waive any requirement for information, or require any elaboration or further information deemed necessary. The registration of a tannery or other agent shall be subject to the conditions as the Director prescribes, which may include, but are not limited to provisions regarding records, inventory segregation, reports, and inspection. The Director may charge a reasonable fee for such applications, including an appropriate apportionment of overhead and administrative expenses of the Department of Interior.

(e) Notwithstanding the preceding provisions of this section, whenever, under the Act, the Secretary determines any species or stock of marine mammals to be depleted, he may prescribe regulations pursuant to section 103 of the Act upon the taking of such marine mammals by any Indian, Aleut, or Eskimo and, after promulgation of such regulations, all takings of such marine mammals by such person shall conform to such regulations.

(f) *Marking, tagging, and reporting.* (1) In addition to definitions contained in the Act, 50 CFR 18.3, and 50 CFR 18.27, in this paragraph (f):

(i) The term “marking and tagging” of marine mammals as specified in section 109(i) of the Act refers to the actual physical attachment of an approved band or other such marking device or technique to the raw or unhandicrafted (including unmarked tanned skins) skin and skull of polar bears, the tusks of walruses, and the skin and skull of sea otters; and

(ii) The term “reporting” means the collection by Service personnel or the Service’s authorized local representatives of biological data, harvest data, and other information regarding the effect of taking of marine mammals on

populations, the collection of which the Service determines to be necessary for management purposes. Reporting will be done on forms provided by the Service upon presentation for marking, tagging, and reporting purposes of the marine mammal(s) or specified raw or unhandicrafted parts thereof.

(2) Notwithstanding the preceding provisions of this section, but subject to the provisions and conditions contained in this paragraph, no polar bear, walrus, or sea otter, or any parts thereof, taken or collected by an Alaskan Native for subsistence purposes or for purposes of creating and selling authentic Native articles of handicrafts and clothing may be possessed, transported within, or exported from Alaska unless the animal(s), or specified parts thereof, have been reported to, and properly marked and tagged by, Service personnel or the Service’s authorized local representative; except:

(i) An Alaskan Native that harvested or participated in the harvest of a polar bear, sea otter, or walrus and who possesses the animal, or any parts thereof, may possess the unmarked, untagged, and unreported animal(s), or parts thereof, for a period of time not to exceed 30 days from the time of taking for the purpose of transporting the specified parts to Service personnel or the Service’s local authorized representative for marking, tagging, and reporting;

(ii) Alaskan Natives and registered agents/tanneries may possess the specified unmarked or untagged raw, unhandicrafted, or tanned parts thereof for a period of time not to exceed 180 days from the effective date of this rulemaking for the purpose of transporting to Service personnel or the Service’s local authorized representative for marking and tagging if the specified parts thereof were taken or possessed between December 21, 1972, and the effective date of this regulation. There is no reporting requirement for marine mammals, or specified parts thereof, covered by this paragraph.

(3) Those unmarked, untagged, and unreported specified parts of polar bear, walrus, and sea otter, that must be presented to Service personnel or an authorized Service representative for

marking, tagging, and reporting are as follows:

- (i) Polar bear—skin and skull.
- (ii) Walrus—tusks.
- (iii) Sea otter—skin and skull.

(4) The locations where Service personnel or the Service's authorized local representative will be available for marking, tagging, and reporting purposes will be announced annually by the Alaska Regional Director. Local persons authorized to act as representatives for marking, tagging, and reporting purposes in the absence of Service personnel will also be announced annually by the Alaska Regional Director.

(5) Marks and tags will be attached or applied to the skins, skulls, and tusks of the marine mammal(s) in such a manner as to maximize their longevity and minimize their adverse effects to the appearance of the specified parts that might result due to hindering the tanning or handicrafting of skins, or the handicrafting of tusks or skulls. If the tag or mark comes off of the specified part the person in possession of the part shall have 30 days to present the part and broken tag or other marking device to the Service or the Service's authorized local representative for remarking or retagging purposes.

(6) Marks and tags for skins, skulls, and tusks will be provided by the Service. They will be numbered for accountability and of such design, construction, and material so as to maximize their durability and longevity on the specified parts.

(7) Data collected pursuant to this paragraph will be reported on forms provided by the Service and maintained in the Service's Regional Office, Anchorage, Alaska. The Service will summarize the data annually and make it publicly available. The data will also be included in the Service's annual report to Congress as set forth in section 103(f) of the Act.

(8) All items of research (e.g., radio collars, satellite transmitters, tags, etc.) that were attached to animals taken by Alaskan Natives must be returned to Service personnel or an authorized Service representative at the time the animal, or specified unhandicrafted parts thereof, are pre-

sented for marking, tagging, and reporting. No penalty will be imposed under the Act for a violation of this paragraph. However, penalties may be sought by the Service under other applicable Federal laws governing the possession and use of Federal property.

(9) Pursuant to this paragraph (f), the following specific conditions and provisions apply:

(i) Marking, tagging, and reporting of polar bears or specified parts thereof.

(A) The skin and skull of an animal must accompany each other when presented for marking, tagging, and reporting except that the skin and skull of an animal need not be presented together for marking and tagging purposes if taken between December 21, 1972, and the effective date of this regulation.

(B) Except as provided in paragraph (f)(2)(ii) of this section, the following information must be reported by Alaskan Natives when presenting polar bears, or specified parts thereof, for marking and tagging: sex of animal, date of kill, and location of kill.

(C) Both the skin and the skull will be marked and tagged and a rudimentary pre-molar tooth may be removed from the skull and retained by the Service. The skin must have the sex identifiers, such as vaginal orifice, teats, or penal sheath or baculum, either attached to, or accompanying the skin.

(D) The skull must be skinned out and the skin may be frozen or unfrozen when presented for marking, tagging, and reporting. If the skin is frozen, the sex identifiers, such as vaginal orifice, teats, penal sheath or baculum, must be visible.

(E) Marks and tags must remain affixed to the skin through the tanning process and until the skin has been severed into parts for crafting into handicrafts or for as long as is practical during the handicrafting process.

(ii) Marking, tagging, and reporting of walrus or specified parts thereof.

(A) The paired tusks of the animal(s) must, to the maximum extent practical, accompany each other when presented for marking, tagging, and reporting purposes, except that paired tusks need not be presented together for marking and tagging purposes if

§ 18.24

taken between December 21, 1972, and the effective date of this regulation.

(B) Except as provided in paragraph (f)(2)(ii) of this section, the following information must be reported by Alaskan Natives when presenting walrus, or specified parts thereof, for marking and tagging: date of take, sex of animal, whether live-killed, floating-dead, or beach-found, and location of the take or location of animal if found floating and dead or beach-found.

(C) Marks and/or tags must remain affixed to the tusks until they have been crafted into a handicraft or for as long as is practical during the handicrafting process.

(iii) Marking, tagging, and reporting of sea otter or specified parts thereof.

(A) The skin and skull of an animal must accompany each other when presented for marking, tagging, and reporting, except that the skin and skull of an animal need not be presented together if taken between December 21, 1972, and the effective date of this regulation.

(B) Except as provided in paragraph (f)(2)(ii) of this section, the following information must be reported by Alaskan Natives when presenting sea otters, or specified parts thereof, for marking and tagging: date of kill, sex of animal, and location of kill.

(C) Both the skin and skull will be marked and tagged and a rudimentary pre-molar tooth may be removed from the skull and retained by the Service. The skin must have the sex identifiers, such as vaginal orifice, teats, or penal sheath or baculum, either attached to, or accompanying the skin.

(D) The skull must be skinned out and the skin may be frozen or unfrozen when presented for marking, tagging, and reporting. If the skin is frozen, the sex identifiers, such as vaginal orifice, teats, or penal sheath or baculum, must be visible.

(E) Marks and tags must remain affixed to the skin through the tanning process and until the skin has been severed into parts for crafting into handicrafts or for as long as is practical during the handicrafting process.

(10) No person may falsify any information required to be set forth on the reporting form when the marine mammal(s), or specified parts thereof, are

50 CFR Ch. I (10–1–00 Edition)

presented as required by these regulations.

(11) Possession by any person of marine mammal(s), or any parts thereof, in violation of the provisions and conditions of this §18.23(f) is subject to punishment under the penalties provided for in section 105(a)(1) of the Act.

(12) The information collection requirements contained in this §18.23(f) have been approved by the Office of Management and Budget under 44 U.S.C. 3501 *et seq.* and assigned clearance number 1018–0066. The information is mandatory in order to have the marine mammal parts “marked and tagged,” and thereby made eligible for continued lawful possession. Non-response may result in the Service determining the wildlife to be illegally possessed and subject the individual to penalties under this title.

[39 FR 7262, Feb. 25, 1974, as amended at 40 FR 59444, Dec. 24, 1975; 45 FR 54057, Aug. 14, 1980; 51 FR 17981, May 16, 1986; 53 FR 24283, June 28, 1988]

§ 18.24 Taking incidental to commercial fishing operations.

Persons may take marine mammals incidental to commercial fishing operations until October 21, 1974: *Provided*, That such taking is by means of equipment and techniques prescribed in regulations issued by the Secretary of Commerce. However, any marine mammal taken as an incidental catch may not be retained. It shall be the immediate goal that the incidental kill or incidental serious injury of marine mammals permitted in the course of commercial fishing operations be reduced to insignificant levels approaching a zero mortality and serious injury rate.

§ 18.25 Exempted marine mammals or marine mammal products.

(a) The provisions of the Act and these regulations shall not apply:

(1) To any marine mammal taken before December 21, 1972, or

(2) To any marine mammal product if the marine mammal portion of such product consists solely of a marine mammal taken before such date.

(b) The prohibitions contained in §18.12(c) (3) and (4) shall not apply to marine mammals or marine mammal



PORT OF NOME TARIFF RULES AND REGULATIONS

TARIFF NO. 1~~5~~⁴

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ADOPTED: ~~MARCH 26, 2018~~

Ordinance No: ~~O-18-02-02~~

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TABLE OF CONTENTS

	<u>PAGE</u>
CHAPTER 1 <u>GENERAL PROVISIONS</u>	4
01.010 Legal Effect	4
01.020 Port Use Constitutes Tariff Acceptance	4
01.030 Notice	4
01.040 Hold Harmless and Indemnification.....	4
01.050 Facility Use and Bonding	5
01.055 Snake River Area	5
01.060 Compliance with Law	6
01.070 Housekeeping and Safety	7
01.075 Care in the Performance of Operations	8
01.080 Used Oil Handling	9
01.090 Facility Security and Access	9
01.100 Maneuvering and Navigation	9
01.110 Closed Season.....	10
CHAPTER 2 <u>BERTHING</u>	10
02.010 Permission Required	10
02.020 Preferential Berthing	11
02.030 Alteration or Revocation of Berthing Assignments	11
02.040 Reassignment or Return to Berth.....	11
02.050 Orders of Alteration, Revocation or Reassignment of Berthing	11
02.060 Securing Vessels.....	12
02.070 Floating Dock	12
02.080 Vessel Condition	13
02.085 Repairs and Maintenance	13
02.090 Barge Ramp Use	13
CHAPTER 3 <u>CARGO HANDLING</u>	13
03.010 Permission Required	13
03.020 Manifests and Cargo Information.....	14
03.030 Port Equipment and Services	14
03.040 Right to Refuse Cargo	15
03.050 Petroleum Products and Hazardous Substance	15
03.060 Risk of Damage	17
03.070 Removal or Transfer of Cargo	17
03.080 Over-Side Petroleum Products Transfers	17
CHAPTER 4 <u>TERMINAL STORAGE</u>	18
04.010 Permission Required.....	18
04.020 Termination of Storage	18
04.030 Fixtures and Improvements.....	18

TABLE OF CONTENTS

CHAPTER 5 <u>SCHEDULE OF CHARGES AND TERMS OF PAYMENT</u>	19
05.010 Dockage Rates.....	19
05.020 Wharfage Rates	21
05.030 Terminal Storage Rates.....	21
05.035 Amenities & Other Charges.....	21
05.040 Free Time	23
05.050 Negotiable Rates	23
05.060 Terms of Payment	23
05.070 Interest Accrued.....	24
05.080 Additional Legal Remedies	24
CHAPTER 6 <u>DEFINITIONS</u>	24
06.005 Barge Ramp.....	24
06.010 Berthing.....	24
06.020 Cargo	24
06.030 Cargo Handling Areas	24
06.040 Cargo Handling Equipment	24
06.045 Cargo Handling Permittee	24
06.047 Causeway City Dock.....	24
06.050 Company Gear and Equipment.....	24
06.060 Dockage.....	25
06.070 Dock-Side.....	25
06.080 Empty Containers	25
06.085 Free-Time.....	25
06.090 Harbormaster	25
06.092 Home-Ported Vessel	25
06.095 Idle Vessel	25
06.100 Inner Harbor.....	25
06.105 Inter-Facility Transfers.....	25
06.107 Length Over All (LOA)	25
06.108 Nuisance Property	26
06.110 Over-Side Cargo or Fuel	26
06.120 Over Stow.....	26
06.130 Port Director.....	26
06.140 Port of Nome	26
06.150 Port of Nome Facilities.....	26
06.155 Production Film Crews	26
06.160 Rafting	26
06.162 Retail Marine Fuel Sale	26
06.165 Roadstead	26
06.170 Ship's Gear or Stores.....	26
06.173 Small Boat Harbor.....	26
06.175 Snake River Area	26
06.178 Support Vessel	27
06.179 Third Party	27
06.180 Through Cargo	27
06.190 Vessel.....	27
06.195 Wharfage	27
06.200 Working Stow	27
APPENDIX A - RULES AND REGULATIONS.....	A1
APPENDIX B - PORT FACILITY LAYOUT MAP.....	B1

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 ~~and~~ 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 ~~for safety or weather reasons~~. All users must keep mooring areas alongside their vessels clear of obstructions to allow for other vessels to raft ~~during periods of overcrowding~~.

(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 Snake River, 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:

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(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.

(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 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.

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.

(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. [\(Public discussion to occur at Jan 17 2019 Port Commission Work Session to address hunting with firearms within the Port & Harbor.\)](#)

(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. 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.

(c) Docking permits are available but not required for vessels using the ~~Small Boat Harbor (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.

(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.

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(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 Port 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 craft 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 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 X 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.

(b) Haul-out plans shall be prepared to minimize interference with other users, ensure the safety of all users and property and must identify:

- (i) A haul-out supervisor who will be onsite during all haul-out activities.
- (ii) Duration of activity and safety precautions to be taken if beyond 12 hours
- (iii) Anticipated impacts to other port users and mitigating action
- (iv) Anticipated impacts to vehicle traffic along Port Rd and mitigating action

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 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 liveboards 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:

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.

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 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..... \$1.21/ft. per day
 (B) Vessels over 200 ft. in length..... \$1.85/ft. per day
 (C) Vessels anchored within the breakwaters (outer harbor).... \$0.61/ft. per day

(D) ~~Homeported~~ ~~V~~vessels operating out of the ~~inner-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:

	<u>WEEKLY*</u>	<u>MONTHLY*</u>	<u>SEASONAL*</u>
Vessels 32 ft. and under	\$91.00	\$273.00	\$789.00
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. <u>to 125 ft.</u>	75%	55%	45%
<u>Vessels over 125 ft. to 175 ft.</u>	<u>85%</u>	<u>65%</u>	<u>55%</u>
<u>Vessels over 175 ft.</u>	<u>90%</u>	<u>75%</u>	<u>65%</u>

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2. CAUSEWAY:**

	<u>DAILY</u>	<u>WEEKLY*</u>	<u>MONTHLY*</u>
<u>Vessels under 200 ft.</u>	<u>75%</u>	<u>65%</u>	<u>55%</u>
<u>Vessels over 200 ft.</u>	<u>85%</u>	<u>75%</u>	<u>65%</u>

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

**See Section 02.010(d) referencing Berthing

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).

	<u>Winter</u>	<u>Summer</u>
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 <u>to 125 ft</u>	\$4,725.00	\$3,465.00
<u>Vessels over 125 ft to 175 ft</u>	<u>\$7,560.00</u>	<u>\$5,545.00</u>
<u>Vessels over 175 ft</u>	<u>\$11,720.00</u>	<u>\$8,595.00</u>

(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 12-hour 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 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 –
- | | |
|--------------------------------------|----------------|
| 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

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)	
d) Holiday Time.....	\$290.00 per hour
e) After Hours Call Out	\$318.00 per hour
f) 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
11) Gangway or Brow Rental.....	\$152.00/day*
Rubber Tire Fendering	\$152.00/day*
12) Vessel Assist – 28' Guardian	
Emergency After-Hours.....	\$910.00 Flat Rate
Non-Emergency 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.

(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 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 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,

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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.

[Home](#) » [Foreign Forces](#) » Navy May Deploy Surface Ships to Arctic This Summer as Shipping Lanes Open Up



Navy May Deploy Surface Ships to Arctic This Summer as Shipping Lanes Open Up

By: **Megan Eckstein**

January 8, 2019 4:55 PM



WASHINGTON, D.C. – The Navy may follow up October's carrier strike group operations in the Arctic with another foray into the icy High North, with leadership considering sending a group of ships into a trans-Arctic shipping lane this summer, the Navy secretary said.

Much has been made of potential Arctic shipping lanes opening up as ice melts and more areas become navigable. An expected uptick in commercial shipping and tourism in the Arctic region has put

some urgency on the U.S. Coast Guard's plans to build a fleet of icebreakers, as well as the Navy's interest in having a more visible presence in the region.

Navy Secretary Richard V. Spencer said this morning at a Center for a New American Security event that the Navy has been in the Arctic regularly since the 1960s, but most of that presence has been with submarines or patrol aircraft rather than with warships on the sea.

With three potential trans-Arctic routes potentially opening up, he said, the Navy's discussion about Arctic presence has changed dramatically in the past two years.

"As an example, this summer, the [chief of naval operations] and I have talked about having some ships make the transit in the Arctic. It's going to be a multi-service task – I think you'll see the Coast Guard involved. We're just fleshing it out right now. But what is the purpose of that? We have to learn what it's like to operate in that environment," he said.

Spencer said the Ticonderoga-class cruisers were the last class of Navy ships to be designed with steam systems to remove ice from the ship, and that newer classes are not ice-hardened or equipped with systems to remove ice.



An F/A-18E Super Hornet, assigned to the . Sunliners of Strike Fighter Squadron (VFA) 81, launches from the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). For the first time in nearly 30 years, a U.S. aircraft

carrier has entered the Arctic Circle. Accompanied by select ships from Carrier Strike Group Eight (CSG- 8), Harry S. Truman traveled north to demonstrate the flexibility and toughness of U.S. naval forces through high-end warfare training with regional allies and partners. US Navy photo.

When the Harry S. Truman Carrier Strike Group operated north of the Arctic Circle for several weeks this fall, the carrier itself handled the environment well, but its smaller escort ships and the supply ships the carrier relied on had a tougher time in the high sea states and icy waters. Similarly, when the Iwo Jima Amphibious Ready Group sailed from Iceland to Norway in October, the larger amphibious assault ship made the journey safely, but the smaller dock landing ship was damaged in heavy seas and had to turn back.

Though the Navy is currently capable of meeting the Joint Staff's requirements for Arctic operations, Spencer said, "is that requirement a full requirement? I think we can do more. We're starting to do more in the Navy as we flesh it out."

"A strategic port up in the Bering [Sea] area is being explored, but that would be a whole-of-government approach: that would be Coast Guard, Navy and [Department of] Commerce in that regard. But it's an area we have to focus on, most definitely," the secretary continued.

"You're hearing more and more conversations; I think [Alaska senators Lisa Murkowski and Dan Sullivan] talk about it being our northern border, which is true."

Noting increased Russian activity in the Arctic region in the name of search and rescue capability, Spencer joked that "I guess we should be up there looking for search and rescue too."

"I say that tongue-in-cheek, but no, freedom of navigation should be plied up there. We're going to try to do it," he said. "We're going to learn our way."



Related



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April 19, 2018
In "Education Legislation"



Report to Congress on Changes in the Arctic
July 31, 2018
In "Documents"

Presented By:
City Manager

Action Taken:
Yes _____
No _____
Abstain _____

CITY OF NOME, ALASKA

RESOLUTION NO. R-19-01-02

A RESOLUTION ACCEPTING AMENDMENT #1
TO THE LOCAL MATCH CONTRIBUTION AGREEMENT
FOR THE PORT ROAD IMPROVEMENTS PROJECT BETWEEN
THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
AND THE CITY OF NOME

WHEREAS, the Nome Common Council unanimously voted in November of 2009 to secure matching funds for the Port Road Improvements Project; and,

WHEREAS, the State of Alaska Department of Transportation and Public Facilities [has] set the local match amount at \$267,513.75 based on preliminary initial estimates design, right-of-way, utility relocations and construction; and,

WHEREAS, ADOT /PF has been pursuing development of the project and has notified the City of a revised project cost estimate and schedule, and to allow project development to continue the City must agree to provide a revised total match funding estimate to the project of \$380,502.00; and,

WHEREAS, to complete design, right of way acquisition and utility relocation activities, an additional match payment of \$30,477.00 is presently required, with the balance of \$329,708.00 for construction projected to be required in 2021; and,

WHEREAS, the project title and description are being revised, and the details of the local match and schedule are contained in proposed Amendment #1 to the Local Match Contribution Agreement, which was prepared and delivered to the City by ADOT /PF, dated December 7, 2018; and,

WHEREAS, the estimated total project cost is currently \$7,100,000, 90.97% of which will be federal funds. Based on the function classification of major collector, the matching fund requirement of 9.03% is being shared equally by the City of Nome and the State of Alaska; and,

WHEREAS, the Port Road remains a key and vital transportation link to the City's port and industrial area; and,

WHEREAS, the Port Road continues to sustain heavy gravel and container truck traffic throughout the shipping season and, combined with public vehicles, pedestrians and bicycles, poses a significant safety hazard and remains in definite need of widening, paving, sidewalk addition and drainage maintenance; and,

NOW, THEREFORE, BE IT RESOLVED by the Nome Common Council that the City of Nome supports the Local Match Contribution Agreement of the Port Road Improvements Project between the State of Alaska Department of Transportation and Public Facilities and the City of Nome, and

authorizes the Mayor to execute Amendment #1 to the Local Match Contribution Agreement on behalf of the City of Nome.

APPROVED and SIGNED this 14th day of January, 2019.

RICHARD BENEVILLE
Mayor

ATTEST:

BRYANT HAMMOND
Clerk

Amendment 1
to the
Local Match Contribution Agreement
for the
Port Road Improvements Project
IRIS # Z621230000
between
The State of Alaska Department of Transportation and Public Facilities
and
The City of Nome

Purpose

- a. The purpose of this amendment is to update the following:
 - i. Amend the local match funding to reflect the latest project funding estimates and schedule.
 - ii. Modify the project title and scope.
- b. This amends the original agreement signed July 12, 2012.

I. Local Match Contribution

- a. **The City of Nome (CON) hereby agrees to provide a total of three hundred eighty thousand five hundred two dollars (\$380,502.00) to the State of Alaska Department of Transportation and Public Facilities (ADOT&PF) to fulfill the CON share of the local match contribution required for the design and construction of the Port Road Improvements project. The local contribution shall be lump sum payments made by the CON to ADOT&PF for each project phase prior to obligation of federal funds for that phase of the project. The funding schedule is provided below.**
- b. **The initial payment in the amount of twenty thousand, three hundred seventeen and 50/100 dollars (\$20,317.50) was received by the ADOT&PF on July 12, 2012.** This match payment was for the *preliminary design estimate shown in the first line of the funding schedule provided below.* The table also shows the estimated funding necessary for each additional phase and the associated match.
- c. **To initiate the final design phases of the project, local match amount of thirty thousand four hundred seventy seven dollars (\$30,477.00) is needed from the CON. This amount includes phases 2, 3, and 7 as shown in the estimated project funding schedule below.**

- d. The local match amount is 9.03% of the **estimated total project cost of \$7,100,000**. Based on the functional classification of major collector, the matching fund requirement will be shared equally by the CON and State. The match also includes a 50% pre-construction and a 15% construction contingency.

II. Revised Project Details:

- a. **Original Project Title:** Nome Port Road Reconstruction
- b. **Revised Project Title:** Nome Port Road Improvements
- c. **Original Project Description:** Reconstruct and realign Port Road in Nome, including drainage improvements and construction of sidewalks.
- d. **Revised Project Description:** Widen and resurface the existing Port Road in Nome, including but not limited to drainage improvements, safety improvements and pedestrian facilities.

III. Revised Project Funding Schedule:

This project is scheduled for obligation of design and construction funds as follows:

Phase	FFY	Estimated Phase Needs (Total \$)	4.52% MATCH REQUIRED	MATCH CONTINGENCY REQUIRED**	TOTAL MATCH
2	2012	\$300,000.00	\$13,545.00	\$6,772.50	\$20,317.50
2	2019	\$200,000.00	\$9,030.00	\$4,515.00	\$13,545.00
3	2019	\$150,000.00	\$6,773.00	\$3,386.00	\$10,159.00
7	2019	\$100,000.00	\$4,515.00	\$2,258.00	\$6,773.00
4	2021	\$6,350,000.00	\$286,703.00	\$43,005.00	\$329,708.00
Total		\$7,100,000.00	\$320,565.00	\$59,937.00	\$380,502.00
Check #1:					-\$20,317.50
Remaining:					\$360,184.50
** 50% Contingency required for Phase 2-Design, Phase 3-ROW, and Phase 7-Utilities. 15% Contingency required for Phase 4-Construction.					

- IV. ADOT&PF may alter this funding schedule for reasons that are beyond its control, including, but not limited to elimination or restriction of funds at the state and federal level.

V. Upon project completion and final project closeout, if the final cost is less than the current estimated total cost, the local contribution will be recalculated and any excess local cash contribution will be refunded to the CON.

VI. The CON and the ADOT&PF may amend this agreement by mutual consent.

Richard Beneville, Mayor
City of Nome

Date

Ryan Anderson, P.E., Regional Director
Department of Transportation & Public Facilities

Date

Presented by:
City Manager
Action Taken:
Yes 6 No 0
Abstain 0

CITY OF NOME, ALASKA

RESOLUTION NO. R-12-07-04

**A RESOLUTION SUPPORTING THE LOCAL MATCH CONTRIBUTION AGREEMENT
OF THE PORT ROAD IMPROVEMENTS PROJECT BETWEEN THE STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES AND THE CITY OF NOME**

WHEREAS, the Nome Common Council unanimously voted in November of 2009 to secure matching funds for the Port Road Improvements Project; and,

WHEREAS, the State of Alaska Department of Transportation and Public Facilities has set the local match amount at \$267,513.75; and,

WHEREAS, the Port Road remains a key and vital transportation link to the City's port and industrial area; and,


WHEREAS, the Port Road continues to sustain heavy gravel and container truck traffic throughout the shipping season and, combined with public vehicles, pedestrians and bicycles, poses a significant safety hazard and remains in definite need of widening, paving, sidewalk addition and drainage maintenance; and,

NOW, THEREFORE, BE IT RESOLVED by the Nome Common Council that the City of Nome supports the Local Match Contribution Agreement of the Port Road Improvements Project Between the State of Alaska Department of Transportation and Public Facilities and the City of Nome.

APPROVED and **SIGNED** this 9th day of July, 2012.


DENISE MICHELS, Mayor

ATTEST:


TOM MORAN, City Clerk



P.O. Box 281 • Nome, Alaska 99762
phone 907.443.6663 fax 907.443.5349

July 12, 2012

Ms. Alexa Greene, Planner III
State of Alaska
Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316

Subject: Port Road Improvements Project

Dear Ms. Greene: *Alexa*

Please find attached a copy of agreement between the State of Alaska Department of Transportation & Public Facilities and the City of Nome, for the Port Road Improvements Project.

Also enclosed is check number 3254 in the amount of \$20,317.50, to begin the design process of the project.

I appreciate your assistance with this project. Should you have further questions, please contact me at (907) 443-6600.

Sincerely,
CITY OF NOME

Josie Bahnke
City Manager

Enclosures

Local Match Contribution Agreement

of the

Port Road Improvements Project

Between

The State of Alaska Department of Transportation and Public Facilities

and

The City of Nome

I. Local Match Contribution

1. The City of Nome (CITY) hereby agrees to provide Two Hundred Sixty-Seven Thousand, Five Hundred Thirteen Dollars and Seventy-Five cents (\$267,513.75) to the State of Alaska Department of Transportation and Public Facilities (DOT&PF) to fulfill the CITY's share of the local match contribution required for the design and construction of the Port Road Improvements Project. The local contribution shall be a lump sum payment made by the CITY to DOT&PF prior to obligation of Federal funds for each phase of the project.

The funding schedule is provided below in section four; however the first portion of \$20,317.50 is required to begin the design process of the project.

2. The total local match amount is based on the amount of matching funds required for federal-aid highway funding participation on a project with an estimated total cost of \$5,000,000.00. The local match percentage is $\frac{1}{2}$ of 9.03 %, of which DOT&PF provides the remaining $\frac{1}{2}$ of the 9.03%. The match amount also includes a 50% contingency for design, right of way, and utilities phases; and a 15% contingency for construction. This contingency is worked into all projects and is for cost overruns.
3. The DOT&PF and the CITY will execute an amendment to this Memorandum of Agreement (MOA), if changes are needed to the scope, schedule and/or budget. The CITY will be required to provide additional match funds associated with an increased budget. Upon project completion and final project closeout, if the final cost is less than the current estimated total cost, the local contribution will be recalculated and any excess local cash contribution will be refunded to the CITY.

4. DOT&PF and the CITY have developed the following project description and hereby agree to construct this project in accordance with the following project description and schedule:

Project Description:

Widen and resurface the existing Port Road, including, but not limited to, drainage improvements, safety improvements, and sidewalks as funding allows.

Schedule:

This project is scheduled for obligation of funds as follows (project total - \$5,000,000.00):

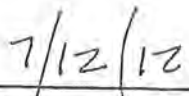
<u>FFY 2012:</u>	\$300,000.00 for Phase 2, Design		
	4.52%	(1/2 of 9.03%) LOCAL Match Required:	\$13,545.00
		(state will also pay 1/2 of the 9.03% match amount)	
	50.00%	Additional LOCAL Match Contingency:	\$6,772.50
		Total Match Required from the CITY:	\$20,317.50
<u>FFY 2013:</u>	\$150,000.00 for Phase 3, Right of Way		
	4.52%	(1/2 of 9.03%) LOCAL Match Required:	\$6,772.50
		(state will also pay 1/2 of the 9.03% match amount)	
	50.00%	Additional LOCAL Match Contingency:	\$3,386.25
		Total Match Required from the CITY:	\$10,158.75
<u>FFY 2013:</u>	\$50,000.00 for Phase 7, Utilities		
	4.52%	(1/2 of 9.03%) LOCAL Match Required:	\$2,257.50
		(state will also pay 1/2 of the 9.03% match amount)	
	50.00%	Additional LOCAL Match Contingency:	\$1,128.75
		Total Match Required from the CITY:	\$3,386.25
<u>FFY 2014:</u>	\$4,500,000.00 for Phase 4, Construction		
	4.52%	(1/2 of 9.03%) LOCAL Match Required:	\$203,175.00
		(state will also pay 1/2 of the 9.03% match amount)	
	15.00%	Additional LOCAL Match Contingency:	\$30,476.25
		Total Match Required from the CITY:	\$233,651.25

	Summary:
Total Federal Funding	<u>\$4,548,500.00</u>
1/2 of the LOCAL Match Required:	<u>\$225,750.00</u>
1/2 of the STATE Match Required:	<u>\$225,750.00</u>
Total Project Estimate (with Match)	<u>\$5,000,000.00</u>
LOCAL Match Contingency:	<u>\$41,763.75</u>
Match Required from the CITY including contingency:	<u>\$267,513.75</u>

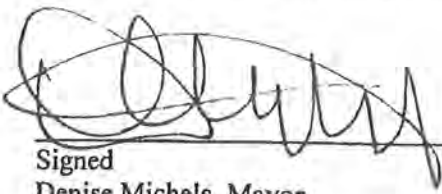
5. DOT&PF may alter this funding schedule for reasons that are beyond its control, including elimination or restriction of funds at the federal level. If DOT&PF does not otherwise maintain its commitment to this funding schedule, the CITY shall have the option of withdrawing from this Agreement and shall be reimbursed for its local contribution.
6. The CITY and DOT&PF may amend this agreement by mutual consent.



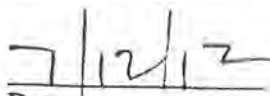
Signed
Steve Titus, P.E., Regional Director
Department of Transportation & Public Facilities



Date



Signed
Denise Michels, Mayor
City of Nome



Date

Presented By:
Mayor Beneville

Action Taken:
Yes____
No____
Abstain____

- Legislative resolution supporting expedition of Port Modification Feasibility Study & Design, in a collaborative partnership with Alaska Department of Transportation & Public Facilities

CITY OF NOME, ALASKA

RESOLUTION NO. R-19-01-03

**A RESOLUTION ENDORSING PROJECTS AND POSITION STATEMENTS
FOR THE CITY OF NOME'S 2019 STATE LEGISLATIVE PRIORITIES**

WHEREAS, it is with unanimity that the following prioritized projects are considered worthy of advocacy to State of Alaska legislative and administrative leaders:

- Priority 1) Water and Sewer Infrastructure Improvements;
- Priority 2) Full Support of Statewide Port Construction Bond Package;
- Priority 3) * Nome School Capital Improvements:
 - Nome-Beltz Campus Electrical Service Upgrades and Generator System (est. \$650,000);
 - Nome Elementary School Renovations (\$6 M);
- Priority 4) Continued State Partnership with communities:
 - Full funding of the Power-Cost Equalization (PCE) Program,
 - Funding of Municipal Revenue Sharing Program;
 - School Bond Debt Reimbursement,
 - Continued on-behalf funding for PERS liabilities
- Priority 5) Infrastructure maintenance and improvements:
 - Nome Airport Runway Repair-Upgrades,
 - Nome Road Improvements; especially Front Street, Steadman Street, Little Creek Road, Bering Street, and Greg Kruschek Avenue, including aging water-sewer utility replacement within roads
- Priority 6) Covered Multi-Use Recreational Structure (\$450,000).

WHEREAS, it is with unanimity that the following legislative position statements are supported by the City of Nome and considered worthy of advocacy to State of Alaska legislative and administrative leaders:

- Pioneer/Veterans Home in Northwest Alaska;
- Norton Sound Health Corporation Detoxification Center;

NOW, THEREFORE, BE IT RESOLVED that the Nome City Council endorses the aforementioned items for inclusion in the City of Nome 2018 State of Alaska Legislative Priorities Package.

APPROVED and SIGNED this 14th day of January, 2019.

RICHARD BENEVILLE, Mayor

ATTEST:

BRYANT HAMMOND, City Clerk

Presented By:
Mayor Beneville

Action Taken:
Yes____
No____
Abstain____

CITY OF NOME, ALASKA

RESOLUTION NO. R-19-01-04

**A RESOLUTION ENDORSING PROJECTS AND POSITION STATEMENTS
FOR THE CITY OF NOME'S 2019 FEDERAL LEGISLATIVE PRIORITIES**

WHEREAS, City leaders look to the Federal Government for assistance as a partner with Nome to improve the quality of life for all of Nome's residents; and,

WHEREAS, it is with unanimity that the following community infrastructure items are considered worthy of advocacy to Federal legislative and administrative leaders:

- Arctic Deep Draft Port at Nome;
- Seasonal Coast Guard Forward Operating Location;
- Maritime Communications Center;
- Alternative Energy Production Sources and Enhanced Energy Storage;
- Water and Sewer Infrastructure Improvements;
- Utility, Public Works and Emergency Response Equipment Storage Building and Supporting Office Facilities;
- Drug Awareness, Education, and Treatment.

NOW, THEREFORE, BE IT RESOLVED that the Nome City Council endorses the aforementioned items for inclusion in the City of Nome 2019 Federal Legislative Priorities Package.

APPROVED and SIGNED this 14th day of January, 2019.

RICHARD BENEVILLE, Mayor

ATTEST:

BRYANT HAMMOND, City Clerk



Memo

To: John K. Handeland – Interim City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Common Council; Nome Port Commission
Date: 1/10/2019
Re: Port & Harbor Report/Projects Update – January 2019

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

Administrative:

The F19 Port Operating Budget at 31 December shows 69.1% revenue – with 29.7% expended. Harbormaster Stotts transitioned to Public Works on 1 Jan 2019 to assist with snow removal and other related tasks, but does shift back on occasion to assist with collections/impounds and Port Commission meetings as needed. The Finance and Clerk's offices continue to assist us in our accounting needs. In addition to project related items defined below, a number of administrative issues remain ongoing; tariff updates, grant applications/reporting, legislative coordination, Port Commission meetings/tasks, project cost tracking, fiscal planning and long-range development.

The Port Commission will hold a work session at 5:30 pm on 17 Jan 2019 to discuss: 1/the discharging of firearms in and around the Port & Harbor facility; and, 2/the latest update on the Modification Feasibility Study; followed by the Regular Meeting at 7:00 pm.

Causeway:

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

The Corps Project Delivery Team's held their monthly meeting on 10 Jan 2019 and presented these updates:

- Tetra Tech has finalized initial analysis of metrics beyond typical benefit/cost ratio, but additional ranking is required by HQ – final draft of combined results is 22 Jan 2019
- Economics is back checking the Harbor Sym Modeling results – final draft due 22 Jan 2019
- Engineering staff are back in office and updating the alternatives – final drafts due 22 Jan 2019
- Tentatively Selected Plan (TSP) milestone meeting has been pushed back to 25-28 Jan 2019 – it may be delayed further (government shutdown delaying required input from environmental agencies)
- Public comment review period of draft report still scheduled for Feb/Mar 2019
- Analysis results to deepen Inner Harbor to -12.5' (CAP 107) is shaping up to be separate project – awaiting official determination of federal interest letter from Corps
- Project budget status: about 25% of the combined cost-share funds (\$3M) have been expended

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

Preliminary investigation by the Alaska District to deepen the Inner Harbor to -12.5' MLLW has produced a positive benefit/cost ratio (BCR), which means it is likely that this piece of the project will be removed from the larger port expansion study and survive as a stand-alone project (good news). At this time, the Corps is verifying details to confirm the results, and if so, will soon submit an official Determination of Federal Interest letter to the City.

Concrete Launch Ramp Replacement Project:

The EDA grant application was submitted and accepted by the agency on 18 Dec 2018. As this was submitted as a secondary package to the original proposal, the grant criteria indicate that EDA has 60 days to make a decision on the award. We are hopeful we will hear positive results by mid-February.

The additional budget info requested by NSEDC has been submitted, and we await formal award documents.

Snake River Moorage & Vessel Haulout Facility:

The next round of USDOT funding opportunities has been opened under the INFRA (Infrastructure for Rebuilding America) program. The project meets the program eligibility requirements – an application will be submitted.

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

The City submitted minimal comments to the USAF on 20 Dec 2018 for the draft 2nd Environmental Baseline Survey. Once the EBS is finalized, the USAF will begin drafting the property transfer documents, to include a step-by-step breakdown of tasks to be completed by each party for the transfer to become effective.

External Facilities:**Cape Nome:**

It is anticipated that Alaska DHS&EM and FEMA are still busy handling impacts of the Cook Inlet Earthquake disaster response, which has taken priority over all other non-emergency staff across the state. We anticipate to be notified when our project closeout process resumes as staff are reassigned to their regular tasks.

Various project planning, design and funding phases continue during the off-season period. Additional information is available on request.

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019
REVENUE						
CAUSEWAY FACILITY						
80.3111.2001	Causeway Dockage	\$ 90,000.00	\$ 57,098.55	\$ -	\$ 90,000.00	
80.3111.2002	Causeway Wharfage - Dry	\$ 155,000.00	\$ 126,296.08	\$ -	\$ 155,000.00	
80.3111.2003	Causeway Wharfage - Fuel	\$ 280,000.00	\$ 213,273.74	\$ -	\$ 280,000.00	
80.3111.2004	Causeway Wharfage - Gravel	\$ 65,000.00	\$ 61,693.51	\$ 15,000.00	\$ 80,000.00	
80.3111.2005	Causeway Storage Rental	\$ 10,000.00	\$ 2,478.72	\$ -	\$ 10,000.00	
80.3111.2006	Causeway Utility Sales	\$ 30,000.00	\$ 12,478.34	\$ -	\$ 30,000.00	
80.3111.2007	Causeway Misc Term Revenue	\$ 65,000.00	\$ 42,057.50	\$ -	\$ 65,000.00	
80.3111.2008	Leases, Rentals, Land, Bldgs	\$ -	\$ -	\$ -	\$ -	
80.3111.2009	Sale of Property & Assets	\$ -	\$ -	\$ -	\$ -	
TOTAL - CAUSEWAY FACILITY		\$ 695,000.00	\$ 515,376.44	\$ 15,000.00	\$ 710,000.00	
HARBOR FACILITY						
80.3211.1001	Harbor Seasonal Dock Permit	\$ 120,000.00	\$ 75,036.04	\$ -	\$ 120,000.00	
80.3211.2001	Harbor Dockage	\$ 85,000.00	\$ 41,669.81	\$ -	\$ 85,000.00	
80.3211.2002	Harbor Wharfage - Dry	\$ 85,000.00	\$ 67,250.47	\$ 10,000.00	\$ 95,000.00	
80.3211.2003	Harbor Wharfage - Fuel	\$ 60,000.00	\$ 35,805.93	\$ -	\$ 60,000.00	
80.3211.2004	Harbor Wharfage - Gravel	\$ 30,000.00	\$ 1,519.80	\$ -	\$ 30,000.00	
80.3211.2005	Harbor Storage Rental	\$ 35,000.00	\$ 22,421.18	\$ -	\$ 35,000.00	
80.3211.2006	Harbor Utility Sales	\$ 8,000.00	\$ 3,879.38	\$ -	\$ 8,000.00	
80.3211.2007	Harbor Misc Term Revenue	\$ 3,000.00	\$ -	\$ -	\$ 3,000.00	
80.3211.2008	Leases, Rentals, Land, Bldgs	\$ 45,000.00	\$ 35,311.56	\$ -	\$ 45,000.00	
80.3211.2009	Sale of Property & Assets	\$ -	\$ -	\$ -	\$ -	
TOTAL - HARBOR FACILITY		\$ 471,000.00	\$ 282,894.17	\$ 10,000.00	\$ 481,000.00	
CAPE NOME FACILITY						
80.3311.2001	Quarry Dockage	\$ -	\$ -	\$ -	\$ -	
80.3311.2002	Quarry Wharfage - Dry	\$ -	\$ -	\$ -	\$ -	
80.3311.2003	Quarry Wharfage - Fuel	\$ -	\$ -	\$ -	\$ -	
80.3311.2004	Quarry Wharfage - Gravel	\$ -	\$ -	\$ -	\$ -	
80.3311.2005	Quarry Storage Rental	\$ -	\$ -	\$ -	\$ -	
80.3311.2007	Quarry Misc Term Revenue	\$ -	\$ -	\$ -	\$ -	
80.3311.2008	Leases, Rentals, Land, Bldgs	\$ -	\$ -	\$ -	\$ -	
TOTAL - CAPE NOME		\$ -	\$ -	\$ -	\$ -	
INDUSTRIAL PARK FACILITY						
80.3411.2005	Industrial Park Storage Rental	\$ 245,000.00	\$ 257,247.87	\$ 25,000.00	\$ 270,000.00	
80.3411.2008	Leases, Rentals, Land, Bldgs	\$ 150,000.00	\$ 146,675.10	\$ 60,000.00	\$ 210,000.00	
80.3411.2009	Sale of Property & Assets	\$ -	\$ -	\$ -	\$ -	
TOTAL - INDUSTRIAL PARK FACILITY		\$ 395,000.00	\$ 403,922.97	\$ 85,000.00	\$ 480,000.00	
OTHER REVENUE						
80.3511.0001	Copies, Fax, Pubs, Film Lcns	\$ 150.00	\$ 902.00	\$ 850.00	\$ 1,000.00	
80.3511.0002	Banking / NSF Check Fee	\$ 50.00	\$ 35.00	\$ -	\$ 50.00	
80.3511.0003	Credit Card Service Fees	\$ 5.00	\$ -	\$ -	\$ 5.00	
80.3511.0004	Resale-Hats,Charts,Spills,Appl	\$ 2,500.00	\$ 901.22	\$ -	\$ 2,500.00	
80.3511.0005	Other Port Revenue	\$ 15,000.00	\$ 4,003.78	\$ -	\$ 15,000.00	
TOTAL OTHER REVENUE		\$ 17,705.00	\$ 5,842.00	\$ 850.00	\$ 18,555.00	

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019
INTEREST EARNINGS						
80.3611.2001	Interest Earnings Port Op	\$ 4,500.00	\$ 3,457.23	\$ -	\$ 4,500.00	
80.3611.2002	Interest Earnings Causeway	\$ 2,000.00	\$ 1,666.94	\$ -	\$ 2,000.00	
80.3611.2003	Investment Earnings	\$ 10,000.00	\$ 4,349.27	\$ -	\$ 10,000.00	
TOTAL INTEREST EARNINGS		\$ 16,500.00	\$ 9,473.44	\$ -	\$ 16,500.00	
CONTRIBUTIONS/OTHER						
80.3711.0001	StAK Employer On-Behalf PERS	\$ 25,000.00	\$ -	\$ (12,000.00)	\$ 13,000.00	
80.3711.0002	Other Contributions	\$ -	\$ -	\$ -	\$ -	
80.3711.0003	Denali Commsn High Mast Lights	\$ -	\$ -	\$ -	\$ -	
80.3711.0004	NSEDC Anchor Floats System	\$ -	\$ -	\$ -	\$ -	
TOTAL CONTRIBUTIONS/OTHER		\$ 25,000.00	\$ -	\$ (12,000.00)	\$ 13,000.00	
TOTAL - PORT OPERATING REVENUE		\$ 1,620,205.00	\$ 1,217,509.02	\$ 98,850.00	\$ 1,719,055.00	

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019
EXPENDITURE						
CAUSEWAY FACILITY						
80.6111.1101	Salaries - Causeway Maint	\$ 3,500.00	\$ 636.19	\$ -	\$ 3,500.00	
80.6111.1102	Salaries - Causeway Operations	\$ 11,958.00	\$ 10,796.38	\$ -	\$ 11,958.00	5% shared costs with PW Road Maintenance
80.6111.1103	Salaries - Causeway Admin	\$ 37,296.00	\$ (17.50)	\$ -	\$ 37,296.00	Finance staff cost-share (split with Port Admin)
80.6111.1411	Accrued Personal Leave - Cswy	\$ 5,625.00	\$ -	\$ -	\$ 5,625.00	
80.6111.1421	Health Insurance - Cswy	\$ 13,108.00	\$ 3,033.35	\$ -	\$ 13,108.00	
80.6111.1431	Life Insurance - Cswy	\$ 198.00	\$ 16.69	\$ -	\$ 198.00	
80.6111.1441	FICA/Medicare - Cswy	\$ 4,191.00	\$ 952.54	\$ -	\$ 4,191.00	
80.6111.1451	ESC - Causeway	\$ 400.00	\$ -	\$ -	\$ 400.00	
80.6111.1461	PERS - Cswy	\$ 11,520.00	\$ 2,715.96	\$ -	\$ 11,520.00	
80.6111.1471	Workers' Comp Ins - Cswy	\$ 1,908.00	\$ -	\$ -	\$ 1,908.00	
80.6111.1481	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -	
Subtotal - Personnel Expenses		\$ 89,704.00	\$ 18,133.61	\$ -	\$ 89,704.00	
80.6111.1520	Vehicle/Boat Insurance	\$ 499.00	\$ 498.50	\$ (0.50)	\$ 498.50	
80.6111.1530	Property/Building Insurance	\$ 29,570.00	\$ 28,025.00	\$ (1,545.00)	\$ 28,025.00	
80.6111.1803	Prof Svcs - Middle Dock	\$ -	\$ -	\$ -	\$ -	
80.6111.1804	Prof Svcs - Arctic Deep Draft	\$ -	\$ -	\$ -	\$ -	
80.6111.1810	Audit/Accounting	\$ 15,750.00	\$ 9,198.37	\$ -	\$ 15,750.00	
80.6111.1820	Engineering/Architectural Svcs	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	
80.6111.1830	Legal Services	\$ 1,500.00	\$ -	\$ -	\$ 1,500.00	
80.6111.1840	Survey/Appraisal Services	\$ 3,000.00	\$ -	\$ -	\$ 3,000.00	
80.6111.1870	Other Professional/Contract Sv	\$ 15,000.00	\$ -	\$ -	\$ 15,000.00	Survey and dredging
80.6111.2010	Communications	\$ 500.00	\$ -	\$ -	\$ 500.00	
80.6111.2012	Computer Network/Hardware/Soft	\$ 500.00	\$ -	\$ -	\$ 500.00	
80.6111.2040	Uniform/Clothing	\$ 50.00	\$ -	\$ -	\$ 50.00	
80.6111.2071	Operating Supplies	\$ 1,500.00	\$ 15.00	\$ -	\$ 1,500.00	
80.6111.4010	Gas & Oil Supplies	\$ 500.00	\$ 107.09	\$ -	\$ 500.00	
80.6111.4020	Vehicle/Boat/Eq Parts & Supply	\$ 500.00	\$ 93.42	\$ -	\$ 500.00	
80.6111.4030	Vehicle/Boat/Eq Maintenance	\$ 3,000.00	\$ -	\$ -	\$ 3,000.00	
80.6111.4040	Vehicle/Boat Regis & Permits	\$ -	\$ -	\$ -	\$ -	
80.6111.4050	Small Tools & Equipment	\$ 1,500.00	\$ -	\$ -	\$ 1,500.00	
80.6111.4060	Tools & Eq Repair & Maint	\$ 1,000.00	\$ -	\$ -	\$ 1,000.00	
80.6111.4080	Road Maintenance Materials	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00	
80.6111.4090	Docks & Foundations	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00	
80.6111.4100	Fuel Lines Maintenance	\$ 10,000.00	\$ 8,338.73	\$ -	\$ 10,000.00	Hydrotests/CP (\$10K)
Subtotal - Operating Expenses		\$ 144,369.00	\$ 46,276.11	\$ (1,545.50)	\$ 142,823.50	
80.6111.7005	Building Maintenance Contracts	\$ -	\$ -	\$ -	\$ -	
80.6111.7010	Bldg Maint Materials & Supply	\$ 500.00	\$ 1,018.90	\$ 700.00	\$ 1,200.00	
80.6111.7011	Janitorial Services & Supplies	\$ 250.00	\$ -	\$ (150.00)	\$ 100.00	
80.6111.7020	Causeway Utilities	\$ -	\$ -	\$ -	\$ -	
80.6111.7021	Utilities - Electric	\$ 3,300.00	\$ 935.69	\$ -	\$ 3,300.00	
80.6111.7022	Utilities - Water	\$ -	\$ -	\$ -	\$ -	
80.6111.7023	Utilities - Sewer	\$ 1,500.00	\$ 750.00	\$ -	\$ 1,500.00	
80.6111.7024	Utilities - Garbage	\$ 5,500.00	\$ 4,632.84	\$ -	\$ 5,500.00	
80.6111.7025	Utilities - Heat	\$ -	\$ -	\$ -	\$ -	
80.6111.7026	Utilities - Resale	\$ 9,500.00	\$ -	\$ -	\$ 9,500.00	
Subtotal - Building Maintenance Expenses		\$ 20,550.00	\$ 7,337.43	\$ 550.00	\$ 21,100.00	

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

		12/31/2018					
Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019	
80.6111.7510	Debt Interest Payment	\$ 146,500.00	\$ 22,467.27	\$ -	\$ 146,500.00		
80.6111.7550	Bad Debt	\$ -	\$ -	\$ -	\$ -		
	Subtotal - Other Expenses	\$ 146,500.00	\$ 22,467.27	\$ -	\$ 146,500.00		
80.6111.8030	Machinery & Equipment	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00		
	Subtotal - Capital Outlay	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00		
TOTAL - CAUSEWAY		\$ 406,123.00	\$ 94,214.42	\$ (995.50)	\$ 405,127.50		

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

		12/31/2018					
Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019	
HARBOR FACILITY							
80.6211.1101	Salaries - Harbor	\$ 9,566.00	\$ 1,354.18	\$ -	\$ 9,566.00		
80.6211.1411	Accrued Personal Lv - Harbor	\$ 988.00	\$ -	\$ -	\$ 988.00		
80.6211.1421	Health Insurance - Harbor	\$ 3,023.00	\$ 1,374.46	\$ -	\$ 3,023.00		
80.6211.1431	Life Insurance - Harbor	\$ 23.00	\$ 19.52	\$ -	\$ 23.00		
80.6211.1441	FICA/Medicare - Harbor	\$ 983.00	\$ 422.01	\$ -	\$ 983.00		
80.6211.1451	ESC - Harbor	\$ 300.00	\$ -	\$ -	\$ 300.00		
80.6211.1461	PERS - Harbor	\$ 2,562.00	\$ 1,213.68	\$ -	\$ 2,562.00		
80.6211.1471	Workers' Comp Ins - Harbor	\$ 1,128.00	\$ -	\$ -	\$ 1,128.00		
80.6211.1481	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -		
Subtotal - Personnel Expenses		\$ 18,573.00	\$ 4,383.85	\$ -	\$ 18,573.00		
80.6211.1520	Vehicle/Boat Insurance	\$ 498.00	\$ 498.50	\$ -	\$ 498.00		
80.6211.1530	Property/Building Insurance	\$ 21,200.00	\$ 20,060.00	\$ (1,140.00)	\$ 20,060.00		
80.6211.1802	Prof Svcs - Barge High Ramp	\$ -	\$ -	\$ -	\$ -		
80.6211.1803	Prof Svcs - Snake River	\$ -	\$ -	\$ -	\$ -		
80.6211.1807	Prof Svcs - Seawall Repairs	\$ -	\$ -	\$ -	\$ -		
80.6211.1820	Engineering/Architectural Svcs	\$ 15,000.00	\$ 461.25	\$ -	\$ 15,000.00		
80.6211.1870	Other Professional/Contract Sv	\$ 10,000.00	\$ 2,805.00	\$ -	\$ 10,000.00	Survey/dredging (\$10K)	
80.6211.2010	Communications	\$ 500.00	\$ -	\$ -	\$ 500.00		
80.6211.2040	Uniform/Clothing	\$ 150.00	\$ -	\$ -	\$ 150.00		
80.6211.2071	Operating Supplies	\$ 5,000.00	\$ 15.00	\$ -	\$ 5,000.00		
80.6211.4010	Gas & Oil Supplies	\$ 500.00	\$ 107.10	\$ -	\$ 500.00		
80.6211.4020	Vehicle/Boat/Eq Parts & Supply	\$ 500.00	\$ -	\$ -	\$ 500.00		
80.6211.4030	Vehicle/Boat/Eq Maintenance	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00		
80.6211.4040	Vehicle/Boat Regis & Permits	\$ -	\$ -	\$ -	\$ -		
80.6211.4050	Small Tools & Equipment	\$ 2,000.00	\$ 3,000.00	\$ -	\$ 2,000.00		
80.6211.4080	Road Maintenance Materials	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00		
80.6211.4090	Docks & Foundations	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00		
80.6211.4100	Fuel Lines Maintenance	\$ 1,000.00	\$ -	\$ -	\$ 1,000.00		
Subtotal - Operating Expenses		\$ 68,848.00	\$ 26,946.85	\$ (1,140.00)	\$ 67,708.00		
80.6211.7005	Building Maintenance Contracts	\$ -	\$ -	\$ -	\$ -		
80.6211.7010	Bldg Maint Materials & Supply	\$ 1,500.00	\$ 4,162.58	\$ 3,500.00	\$ 5,000.00		
80.6211.7011	Janitorial Services & Supplies	\$ 500.00	\$ -	\$ (400.00)	\$ 100.00		
80.6211.7021	Utilities - Electric	\$ 6,500.00	\$ 1,942.93	\$ -	\$ 6,500.00		
80.6211.7022	Utilities - Water Meter	\$ 3,850.00	\$ 1,824.04	\$ -	\$ 3,850.00		
80.6211.7023	Utilities - Sewer	\$ 4,200.00	\$ 2,797.10	\$ -	\$ 4,200.00		
80.6211.7024	Utilities - Garbage	\$ 16,500.00	\$ 4,071.63	\$ -	\$ 16,500.00		
80.6211.7025	Utilities - Heat	\$ 3,800.00	\$ 534.95	\$ -	\$ 3,800.00		
Subtotal - Building Maintenance Expenses		\$ 36,850.00	\$ 15,333.23	\$ 3,100.00	\$ 39,950.00		
80.6211.7560	Payment in Lieu of Tax	\$ 14,137.00	\$ -	\$ -	\$ 14,137.00		
Subtotal - Other Expenses		\$ 14,137.00	\$ -	\$ -	\$ 14,137.00		
80.6211.8010	Land/Buildings	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00		
80.6211.8030	Machinery & Equipment	\$ 5,000.00	\$ 4,000.00	\$ -	\$ 5,000.00		
Subtotal - Capital Outlay		\$ 10,000.00	\$ 4,000.00	\$ -	\$ 10,000.00		
TOTAL - HARBOR		\$ 148,408.00	\$ 50,663.93	\$ 1,960.00	\$ 150,368.00		

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019
CAPE NOME						
80.6311.1101	Salaries - Cape Nome	\$ -	\$ -	\$ -	\$ -	
80.6311.1411	Accrued Personal Lv -Cape Nome	\$ -	\$ -	\$ -	\$ -	
80.6311.1421	Health Insurance - Cape Nome	\$ -	\$ -	\$ -	\$ -	
80.6311.1431	Life Insurance - Cape Nome	\$ -	\$ -	\$ -	\$ -	
80.6311.1441	FICA/Medicare - Cape Nome	\$ -	\$ -	\$ -	\$ -	
80.6311.1451	ESC - Cape Nome	\$ -	\$ -	\$ -	\$ -	
80.6311.1461	PERS - Cape Nome	\$ -	\$ -	\$ -	\$ -	
80.6311.1471	Workers' Comp Ins - Cape Nome	\$ -	\$ -	\$ -	\$ -	
	Subtotal - Personnel Expenses	\$ -	\$ -	\$ -	\$ -	
80.6311.1820	Engineering/Architectural Svcs	\$ 5,000.00	\$ -	\$ (2,500.00)	\$ 2,500.00	
80.6311.1830	Legal Services	\$ 1,500.00	\$ -	\$ -	\$ 1,500.00	
80.6311.1870	Other Professional/Contract Sv	\$ 2,500.00	\$ -	\$ (500.00)	\$ 2,000.00	
80.6311.1940	Advertising	\$ -	\$ -	\$ -	\$ -	
80.6311.2010	Communications	\$ -	\$ -	\$ -	\$ -	
	Subtotal - Operating Expenses	\$ 9,000.00	\$ -	\$ (3,000.00)	\$ 6,000.00	
80.6311.7520	Depreciation	\$ -	\$ -	\$ -	\$ -	
	Subtotal - Other Expenses	\$ -	\$ -	\$ -	\$ -	
TOTAL - CAPE NOME		\$ 9,000.00	\$ -	\$ (3,000.00)	\$ 6,000.00	

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019
INDUSTRIAL PARK						
80.6411.1101	Salaries - Industrial Park	\$ 2,392.00	\$ 801.76	\$ -	\$ 2,392.00	
80.6411.1411	Accrued Personal Leave - IP	\$ 247.00	\$ -	\$ -	\$ 247.00	
80.6411.1421	Health Insurance - IP	\$ 756.00	\$ -	\$ -	\$ 756.00	
80.6411.1431	Life Insurance - IP	\$ 6.00	\$ -	\$ -	\$ 6.00	
80.6411.1441	FICA/Medicare - IP	\$ 246.00	\$ 61.32	\$ -	\$ 246.00	
80.6411.1451	ESC - Industrial Park	\$ 100.00	\$ -	\$ -	\$ 100.00	
80.6411.1461	PERS - IP	\$ 641.00	\$ 176.36	\$ -	\$ 641.00	
80.6411.1471	Workers' Comp Ins - IP	\$ 282.00	\$ -	\$ -	\$ 282.00	
80.6411.1481	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -	
	Subtotal - Personnel Expenses	\$ 4,670.00	\$ 1,039.44	\$ -	\$ 4,670.00	
80.6411.1530	Property/Building Insurance	\$ 630.00	\$ 665.00	\$ 35.00	\$ 665.00	
80.6411.1820	Engineering/Architectural Svcs	\$ 15,000.00	\$ 2,174.00	\$ -	\$ 15,000.00	
80.6411.1830	Legal Services	\$ -	\$ -	\$ -	\$ -	
80.6411.1870	Other Professional/Contract Sv	\$ 10,000.00	\$ -	\$ (5,000.00)	\$ 5,000.00	
80.6411.1940	Advertising	\$ 500.00	\$ -	\$ -	\$ 500.00	
80.6411.2071	Operating Supplies	\$ 500.00	\$ 1,116.96	\$ 1,500.00	\$ 2,000.00	
80.6411.4050	Small Tools & Equipment	\$ 500.00	\$ 12.08	\$ -	\$ 500.00	
80.6411.4080	Road Maintenance Materials	\$ 5,000.00	\$ -	\$ -	\$ 5,000.00	
80.6411.4100	Fuel Lines Maintenance	\$ 10,000.00	\$ 8,338.73	\$ -	\$ 10,000.00	
	Subtotal - Operating Expenses	\$ 42,130.00	\$ 12,306.77	\$ (3,465.00)	\$ 38,665.00	
80.6411.7005	Building Maintenance Contracts	\$ -	\$ -	\$ -	\$ -	
80.6411.7010	Bldg Maint Materials & Supply	\$ -	\$ -	\$ -	\$ -	
80.6411.7011	Janitorial Services & Supplies	\$ 500.00	\$ -	\$ -	\$ 500.00	
80.6411.7020	Utilities	\$ -	\$ -	\$ -	\$ -	
80.6411.7021	Utilities - Electric	\$ 4,500.00	\$ 1,534.48	\$ -	\$ 4,500.00	
80.6411.7023	Utilities - Sewer	\$ 1,500.00	\$ 750.00	\$ -	\$ 1,500.00	
	Subtotal - Building Maintenance Expenses	\$ 6,500.00	\$ 2,284.48	\$ -	\$ 6,500.00	
80.6411.7520	Depreciation	\$ -	\$ -	\$ -	\$ -	
80.6411.7560	Payment in Lieu of Taxes	\$ 41,488.00	\$ -	\$ -	\$ 41,488.00	
	Subtotal - Other Expenses	\$ 41,488.00	\$ -	\$ -	\$ 41,488.00	
80.6411.8030	Machinery & Equipment	\$ -	\$ -	\$ -	\$ -	
	Subtotal - Capital Outlay	\$ -	\$ -	\$ -	\$ -	
TOTAL - INDUSTRIAL PARK		\$ 94,788.00	\$ 15,630.69	\$ (3,465.00)	\$ 91,323.00	

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019
PORT ADMIN OFFICE						
80.6711.1101	Salaries - Port Admin	\$ 96,566.00	\$ 40,955.75	\$ -	\$ 96,566.00	1 Port Director FT 12 months
80.6711.1102	Salaries - Port Staff	\$ 246,720.00	\$ 94,005.47	\$ -	\$ 246,720.00	1 Harbormaster FT 9 months; 1 Harbormaster Assistant; 1 Office Manager temp seasonal; 30% of Finance shared staff costs
80.6711.1201	Salaries - Overtime	\$ 9,500.00	\$ 4,218.99	\$ -	\$ 9,500.00	
80.6711.1301	Stipends - Port Commission	\$ 2,480.00	\$ 840.00	\$ -	\$ 2,480.00	
80.6711.1411	Accrued Personal Lv - Port Adm	\$ 14,232.00	\$ 451.20	\$ -	\$ 14,232.00	
80.6711.1421	Health Insurance - Port Adm	\$ 51,541.00	\$ 30,831.47	\$ -	\$ 51,541.00	
80.6711.1431	Life Insurance - Port Adm	\$ 519.00	\$ 258.41	\$ -	\$ 519.00	
80.6711.1441	FICA/Medicare - Port Adm	\$ 26,545.00	\$ 10,683.10	\$ -	\$ 26,545.00	
80.6711.1451	ESC - Port Admin	\$ -	\$ -	\$ -	\$ -	
80.6711.1461	PERS - Port Adm	\$ 64,433.00	\$ 27,191.23	\$ -	\$ 64,433.00	
80.6711.1471	Workers' Comp Ins - Port Adm	\$ 11,210.00	\$ 9,124.11	\$ (2,085.89)	\$ 9,124.11	
80.6711.1481	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -	
Subtotal - Personnel Expenses		\$ 523,746.00	\$ 218,559.73	\$ (2,085.89)	\$ 521,660.11	
80.6711.1520	Vehicle/Boat Insurance	\$ 3,007.00	\$ 3,007.00	\$ -	\$ 3,007.00	
80.6711.1530	Property/Building Insurance	\$ 197.00	\$ 197.00	\$ -	\$ 197.00	
80.6711.1810	Audit/Accounting	\$ 15,800.00	\$ 9,198.37	\$ -	\$ 15,800.00	Share of auditing costs with Finance
80.6711.1820	Engineering/Architectural Svcs	\$ 15,000.00	\$ -	\$ (5,000.00)	\$ 10,000.00	
80.6711.1830	Legal Services	\$ 2,000.00	\$ 425.50	\$ (500.00)	\$ 1,500.00	
80.6711.1850	Lobbying	\$ 123,000.00	\$ 22,505.24	\$ -	\$ 123,000.00	LCA (75% cost share with Legislative) & Nossaman
80.6711.1870	Other Professional/Contract Sv	\$ 15,000.00	\$ 5,211.32	\$ -	\$ 15,000.00	
80.6711.1940	Advertising	\$ 3,000.00	\$ 91.50	\$ -	\$ 3,000.00	
80.6711.1950	Buildings/Land Rental	\$ 7,200.00	\$ 3,187.79	\$ -	\$ 7,200.00	City apartment rental at VFW
80.6711.2010	Communications	\$ 4,100.00	\$ 1,420.88	\$ -	\$ 4,100.00	
80.6711.2012	Computer Network/Hardware/Soft	\$ 4,000.00	\$ 4,001.00	\$ 1.00	\$ 4,001.00	2 PC workstations replacements
80.6711.2020	Dues & Memberships	\$ 250.00	\$ 231.24	\$ -	\$ 250.00	
80.6711.2030	Travel, Training & Related Cost	\$ 15,000.00	\$ 3,928.72	\$ -	\$ 15,000.00	
80.6711.2070	Office Supplies	\$ 2,000.00	\$ 356.08	\$ (500.00)	\$ 1,500.00	
80.6711.2071	Operating Supplies	\$ 2,000.00	\$ 1,442.64	\$ -	\$ 2,000.00	
80.6711.2073	Resale Supplies	\$ 5,000.00	\$ -	\$ (1,500.00)	\$ 3,500.00	
80.6711.3010	Sponsorship/Donation/Contrib	\$ 1,000.00	\$ -	\$ -	\$ 1,000.00	
80.6711.4010	Gas & Oil Supplies	\$ 3,500.00	\$ 2,610.57	\$ -	\$ 3,500.00	
80.6711.4020	Vehicle/Boat/Eq Parts & Supply	\$ -	\$ 3,514.98	\$ 4,000.00	\$ 4,000.00	
80.6711.4030	Vehicle/Boat/Eq Maintenance	\$ -	\$ 4,553.43	\$ 5,000.00	\$ 5,000.00	
80.6711.4040	Vehicle/Boat Regis & Permits	\$ 50.00	\$ 10.00	\$ -	\$ 50.00	
Subtotal - Operating Expenses		\$ 221,104.00	\$ 65,893.26	\$ 1,501.00	\$ 222,605.00	
80.6711.7010	Bldg Maint Materials & Supply	\$ 6,500.00	\$ 7,193.31	\$ 1,500.00	\$ 8,000.00	Lumber & materials for harbor office handicap ramp
80.6711.7011	Janitorial Services & Supplies	\$ 250.00	\$ 108.71	\$ (50.00)	\$ 200.00	
80.6711.7021	Utilities - Electric	\$ -	\$ -	\$ -	\$ -	
80.6711.7022	Utilities - Water	\$ -	\$ -	\$ -	\$ -	
80.6711.7023	Utilities - Sewer	\$ -	\$ -	\$ -	\$ -	
80.6711.7024	Utilities - Garbage	\$ -	\$ -	\$ -	\$ -	
80.6711.7025	Utilities - Heat	\$ -	\$ -	\$ -	\$ -	
Subtotal - Building Maintenance Expenses		\$ 6,750.00	\$ 7,302.02	\$ 1,450.00	\$ 8,200.00	
80.6711.7510	Interest Payment	\$ -	\$ -	\$ -	\$ -	
80.6711.7520	Depreciation	\$ -	\$ -	\$ -	\$ -	
80.6711.7540	Banking/Credit Card Fees	\$ 50.00	\$ 17.00	\$ -	\$ 50.00	
80.6711.7550	Bad Debt	\$ 3,000.00	\$ -	\$ -	\$ 3,000.00	
Subtotal - Other Expenses		\$ 3,050.00	\$ 17.00	\$ -	\$ 3,050.00	

CITY OF NOME
PORT OF NOME FUND

O-19-01-04 January 14, 2019

12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes for FY2019
80.6711.8030	Machinery & Equipment	\$ -	\$ -	\$ -	\$ -	
	Subtotal - Capital Outlay	\$ -	\$ -	\$ -	\$ -	
	TOTAL - PORT ADMINISTRATION OFFICE	\$ 754,650.00	\$ 291,772.01	\$ 865.11	\$ 755,515.11	
	TOTAL - PORT OPERATING EXPENDITURE BEFORE TRANSFERS & DEPRECIATION	\$ 1,412,969.00	\$ 452,281.05	\$ (4,635.39)	\$ 1,408,333.61	
80.6888.8820	Transfers Out - Other Funds	\$ 350,000.00	\$ -	\$ 44,946.23	\$ 394,946.23	
	Subtotal - Transfers - Interfunds	\$ 350,000.00	\$ -	\$ 44,946.23	\$ 394,946.23	
	TOTAL - PORT OPERATING EXPENDITURE BEFORE DEPRECIATION	\$ 1,762,969.00	\$ 452,281.05	\$ 40,310.84	\$ 1,803,279.84	
	TOTAL - PORT OPERATING REVENUE	\$ 1,620,205.00	\$ 1,217,509.02	\$ 98,850.00	\$ 1,719,055.00	
	NET OPERATING SURPLUS/(DEFICIT) BEFORE DEPRECIATION	\$ (142,764.00)	\$ 765,227.97	\$ 58,539.16	\$ (84,224.84)	

CITY OF NOME
PORT OF NOME CAPITAL PROJECTS FUND

O-19-01-05 January 14, 2019
12/31/2018

Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes
REVENUE						
GRANTS						
Causeway						
85.3811.0002	15-DC-112 Port Improvements	\$ -	\$ -	\$ -	\$ -	
85.3811.0003	13-GO-012 Port Design, Constr	\$ -	\$ -	\$ -	\$ -	
85.3811.0006	NSEDC Middle Dock	\$ -	\$ -	\$ -	\$ -	
85.3811.0007	EDA Causeway Middle Dock	\$ -	\$ -	\$ -	\$ -	
85.3811.0020	17-DC-005 Arctic DDP Design	\$ 1,330,000.00	\$ 319,680.47	\$ (23,281.00)	\$ 1,306,719.00	
85.3811.0021	19-DC-008 Support Design ADDP	\$ -	\$ -	\$ 1,600,000.00	\$ 1,600,000.00	\$1.6 million grant
TOTAL - CAUSEWAY - GRANTS		\$ 1,330,000.00	\$ 319,680.47	\$ 1,576,719.00	\$ 2,906,719.00	
Harbor						
85.3811.0008	DOT 13-HG-010 Repairs, Upgrade	\$ -	\$ -	\$ -	\$ -	
85.3811.0009	FEMA Port Security Grant	\$ -	\$ -	\$ -	\$ -	
TOTAL - HARBOR - GRANTS		\$ -	\$ -	\$ -	\$ -	
Cape Nome						
85.3811.0010	DR-4050-AK PW17 Cape Nome	\$ 2,600,000.00	\$ -	\$ 229,967.00	\$ 2,829,967.00	
TOTAL - CAPE NOME - GRANTS		\$ 2,600,000.00	\$ -	\$ 229,967.00	\$ 2,829,967.00	
Industrial Park						
85.3811.0005	14-DC-108 - Port Improvements	\$ -	\$ -	\$ -	\$ -	
TOTAL - INDUSTRIAL PARK - GRANTS		\$ -	\$ -	\$ -	\$ -	
TOTAL GRANTS REVENUE		\$ 3,930,000.00	\$ 319,680.47	\$ 1,806,686.00	\$ 5,736,686.00	
85.3888.8820	Transfers In - Other Funds	\$ 350,000.00	\$ -	\$ 44,946.23	\$ 394,946.23	
TOTAL - CAPITAL PROJECTS FUND REVENUE		\$ 4,280,000.00	\$ 319,680.47	\$ 1,851,632.23	\$ 6,131,632.23	

CITY OF NOME
PORT OF NOME CAPITAL PROJECTS FUND

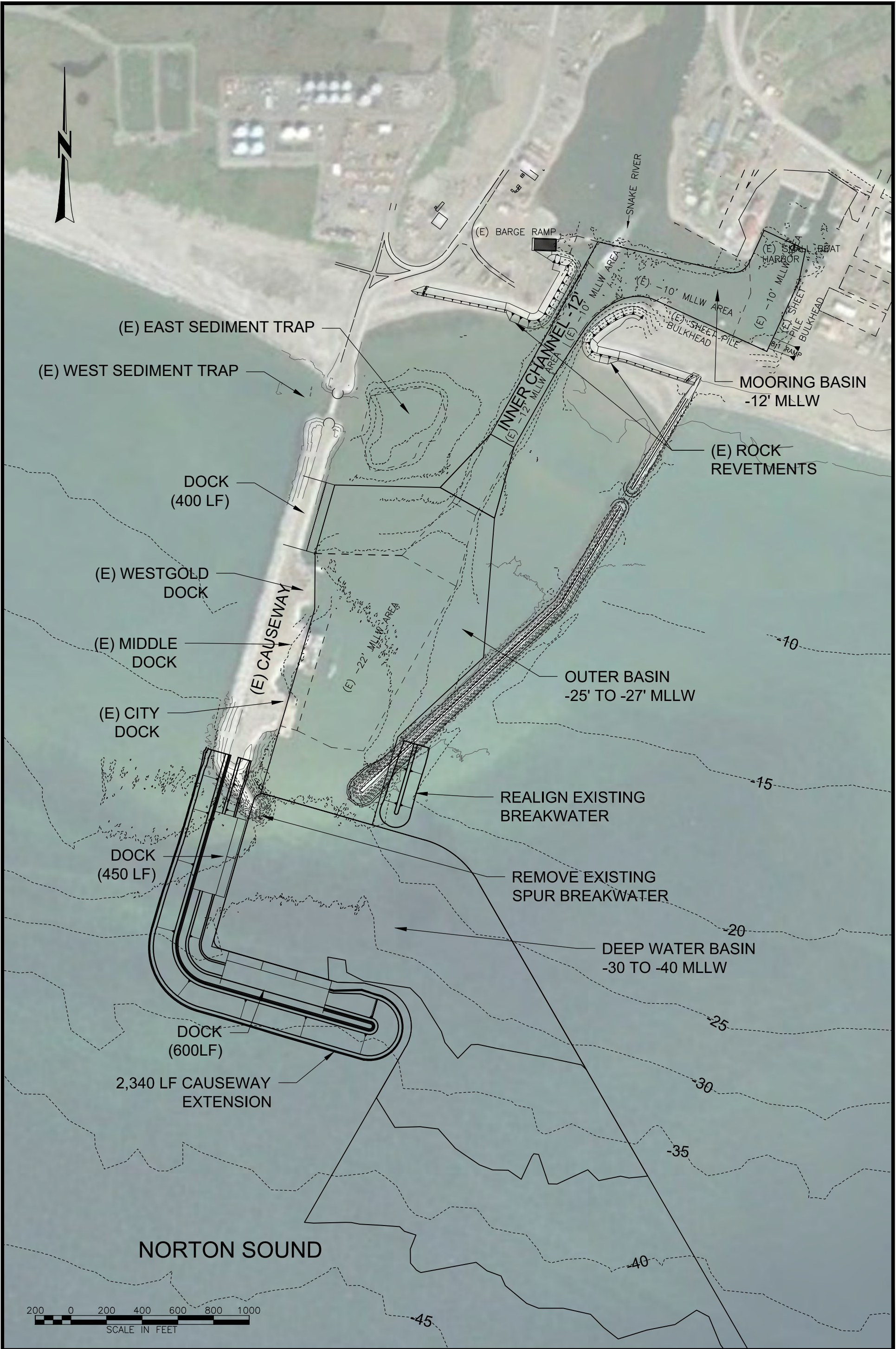
O-19-01-05 January 14, 2019
12/31/2018

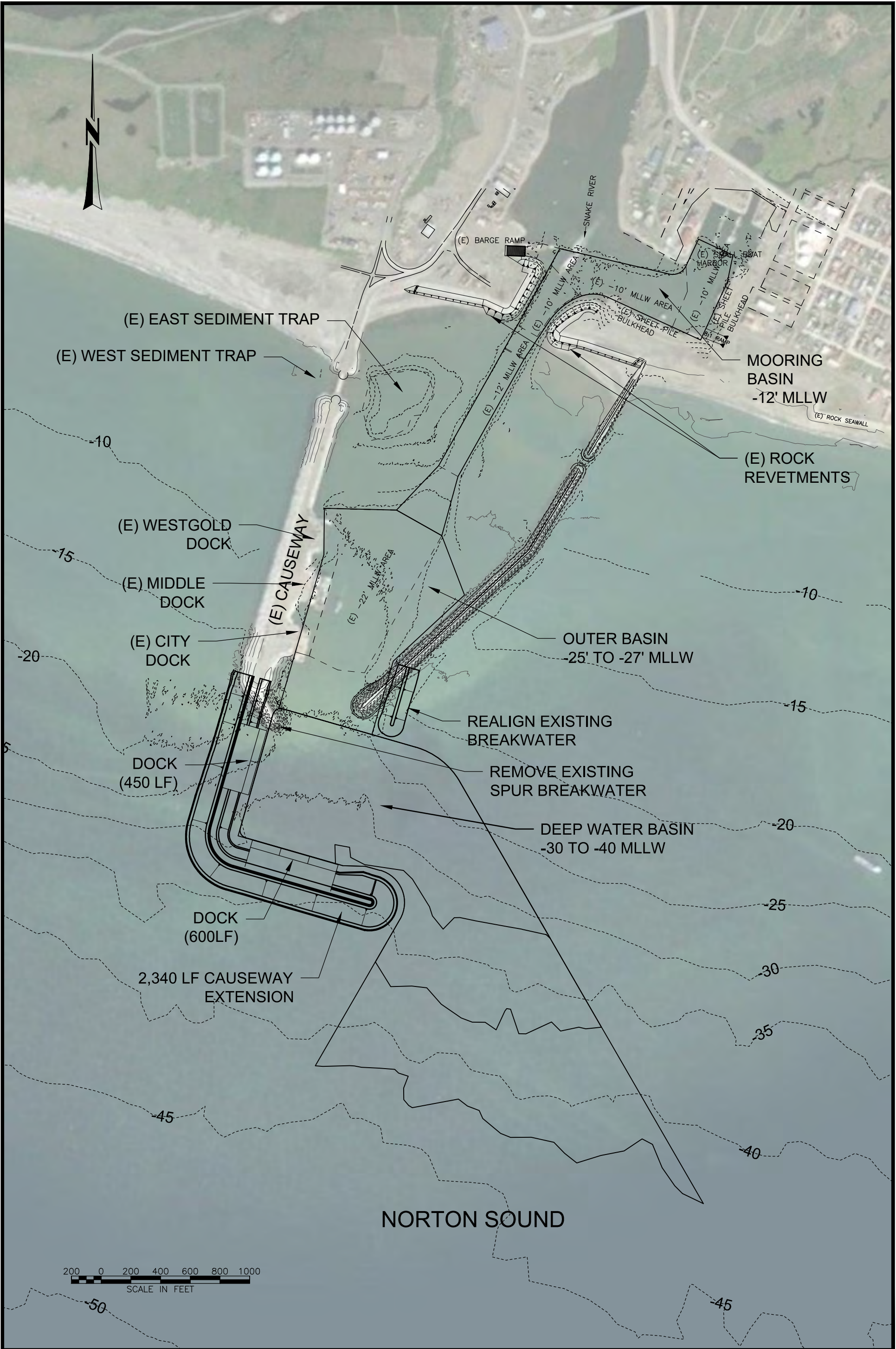
Account Number	Account Title	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	Amended	2018 - 2019 Proposed Amended Budget	Budget Notes
EXPENDITURE						
Causeway						
85.6811.2000	15-DC-112 Port Improvements	\$ -	\$ -	\$ -	\$ -	
85.6811.3000	13-GO-012 Causeway Deep Water	\$ -	\$ -	\$ -	\$ -	
85.6811.3100	13-GO-012 Causeway Middle Dock	\$ -	\$ -	\$ -	\$ -	
85.6811.6000	NSEDC Middle Dock	\$ -	\$ -	\$ -	\$ -	
85.6811.7000	EDA Causeway Middle Dock	\$ -	\$ -	\$ -	\$ -	
85.6811.2100	19-DC-008 Support Design ADDP	\$ -	\$ -	1,600,000.00	\$ 1,600,000.00	
85.6811.2200	17-DC-005 Arctic DDP Design	\$ 1,330,000.00	\$ 358,493.16	(23,281.00)	\$ 1,306,719.00	
85.6811.8004	Bridge Fuel Line Replacements	\$ 50,000.00	\$ 54,906.00	\$ 4,906.00	\$ 54,906.00	
85.6811.8007	Snake River Moorage Project	\$ -	\$ -	\$ -	\$ -	
TOTAL - CAUSEWAY		\$ 1,380,000.00	\$ 413,399.16	\$ 1,581,625.00	\$ 2,961,625.00	
Harbor						
85.6811.3200	13-GO-012 Harbor Repairs, Upgr	\$ -	\$ -	\$ -	\$ -	
85.6811.3300	13-GO-012 Harbor High Ramp	\$ -	\$ -	\$ -	\$ -	
85.6811.3400	13-GO-012 Seawall	\$ -	\$ -	\$ -	\$ -	
85.6811.8000	DOT 13-HG-010 Repairs, Upgrade	\$ -	\$ -	\$ -	\$ -	
85.6811.9000	FEMA Port Security Grant	\$ -	\$ -	\$ -	\$ -	
85.6811.8002	Barge Ramp Lighting Improvmts	\$ -	\$ 19,905.16	\$ 19,905.16	\$ 19,905.16	
85.6811.8005	Concrete Barge Ramp Repairs	\$ 300,000.00	\$ 37,677.75	\$ -	\$ 300,000.00	
85.6811.8006	Port Waste Reception Facility	\$ -	\$ -	\$ 5,000.00	\$ 5,000.00	
TOTAL - HARBOR		\$ 300,000.00	\$ 57,582.91	\$ 24,905.16	\$ 324,905.16	
Cape Nome						
85.6811.1100	DR-4050-AK PW17 Cape Nome	\$ 2,600,000.00	\$ 1,389,532.37	\$ 229,967.00	\$ 2,829,967.00	
TOTAL - CAPE NOME		\$ 2,600,000.00	\$ 1,389,532.37	\$ 229,967.00	\$ 2,829,967.00	
Industrial Park						
85.6811.3500	13-GO-012 Thornbush TractA Dev	\$ -	\$ -	\$ -	\$ -	
85.6811.5000	14-DC-108 Port Improvements	\$ -	\$ 344.50	\$ 344.50	\$ 344.50	
85.6811.8003	Garco Bldg Lighting Improvmts	\$ -	\$ 6,690.57	\$ 6,690.57	\$ 6,690.57	
TOTAL - INDUSTRIAL PARK		\$ -	\$ 7,035.07	\$ 7,035.07	\$ 7,035.07	
Port Administration						
85.6811.1421	Health Insurance - Port Grants	\$ -	\$ 1,027.89	\$ 2,000.00	\$ 2,000.00	
85.6811.1431	Life Insurance - Port Grants	\$ -	\$ 16.14	\$ 100.00	\$ 100.00	
85.6811.1441	FICA/Medicare - Port Grants	\$ -	\$ 814.87	\$ 1,500.00	\$ 1,500.00	
85.6811.1461	PERS - Port Grants	\$ -	\$ 2,343.42	\$ 4,500.00	\$ 4,500.00	
85.6811.8001	Grant Match Port Contribution	\$ -	\$ -	\$ -	\$ -	
TOTAL - PORT ADMIN		\$ -	\$ 4,202.32	\$ 8,100.00	\$ 8,100.00	
TOTAL - EXPENDITURE		\$ 4,280,000.00	\$ 1,871,751.83	\$ 1,851,632.23	\$ 6,131,632.23	
TOTAL - CAPITAL PROJECTS FUND EXPENDITURE		\$ 4,280,000.00	\$ 1,871,751.83	\$ 1,851,632.23	\$ 6,131,632.23	

Table 1
Port of Nome Modification Summary Table
Nome. AK

Alternatives				Measures Summary - Port of Nome Modifications														
				Inner Harbor / Basin		Outer Harbor /Basin										New Deepwater Harbor/Basin		
Carried Forward (yes/no)	Former ALT #	New ALT #	Description	Dredge Depths (ft. MLLW) ⁽¹⁾		Existing Causeway Modifications			East Breakwater Modifications					Dredge Depths (ft. MLLW) ⁽¹⁾		Causeway Extension (LF)	Docks ⁽²⁾	Dredge Depths (ft. MLLW) ⁽¹⁾ (Option 1 / Option 2 / Option 3)
				Entrance Channel	Basin	Extension to deep-water (yes/no)	Remove Spur Breakwater (yes/no)	New Docks ⁽²⁾	Modified (yes/no)	Increase Entrance Width (LF)	LF of Causeway / LF of Breakwater	Relocate Further East	New Docks ⁽²⁾	Basin (Option 1 / Option 2)	Transition Channel to Inner Harbor			
yes	1	1	Future Without Project / No Action Alternative	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alternative 2 with Options 2a & 2b (2150 ft. long L-Shaped West Causeway extension to approximately -35 ft. MLLW)																		
no	2a	2a	One New Deepwater Dock / One New Outer Harbor Dock	-12 ft.	-12 ft.	yes	yes	(1) 400 ft.	no	400 ft.	N/C	no	no	-25 ft. / -27 ft.	-12 ft.	2,150 ft.	(1) 600 ft.	-30 ft.
no	2b	2b	Two New Deepwater Docks / One New Outer Harbor Dock														(1) 450 ft. (1) 600 ft.	
Alternative 3 with Options 3a, 3b, & 3c (2340 ft. long L-Shaped West Causeway extension to approximately -35 ft. MLLW and modify East Breakwater)																		
yes	3	3a	Two New Deepwater Docks / One New Outer Harbor Dock	-12 ft.	-12 ft.	yes	yes	(1) 400 ft.	yes	650 ft.	0 ft. / 450.0	no	no	-25 ft. / -27 ft.	-12 ft.	2,340 ft.	(1) 450 ft. (1) 600 ft.	-30 ft. -40 ft.
yes	9	3b	Two New Deepwater Docks					no			0 ft. / 450.0	yes					(1) 400 ft. (1) 600 ft.	
yes	8	3c	One New Deepwater Dock					no			N/C	yes					(1) 600 ft.	
Alternative 4 (2340 ft. long L-Shaped West Causeway Extension to approximately -35 ft. MLLW and new East Causeway with breakwater)																		
yes	4	4a	Two New Deepwater Docks / Three New Outer Harbor Docks	-12 ft.	-12 ft.	yes	yes	(1) 400 ft.	yes	875 ft.	2,610 ft. / 380 ft.	no	(2) 400 ft.	-25 ft. / -27 ft.	-12 ft.	2,340 ft.	(1) 450 ft. (1) 600 ft.	-30 ft. -40 ft.
no	4a	4b	Same As Alt 4 plus small boat harbor area in Outer Harbor															
Alternative 5 (Remove East Breakwater and relocated further east aligned with F-Street)																		
no	5	5	Salvage and Relocate East Breakwater	-12 ft.	-12 ft.	no	no	no	yes	400 ft.	0.0 ft. / 4,000 ft.	yes	no	-25 ft. / -27 ft.	-12 ft.	no	N/A	N/A
Alternative 6 (Construct detached breakwater in front of Outer Harbor and straighten east breakwater to increase Outer Harbor Entrance Width)																		
no	6	6	Detached Breakwater / Straighten Breakwater	-12 ft.	-12 ft.	no	no	(1) 400 ft.	yes	650 ft.	0.0 ft. /3,000 ft.	no	no	-25 ft. / -27 ft.	-12 ft.	N/A	N/A	N/A
Alternative 7 with Options (Extend West Causeway to approximately -45 ft. MLLW, remove East Breakwater, and construct a new East Causeway aligned with F-Street)																		
no	7a	7a	Straight Causeway extension to -45 ft. MLLW depth	-12 ft.	-12 ft.	yes	yes	no	no	400 ft.	0 ft. / 0.0	no	no	-25 ft. / -27 ft.	-12 ft.	2,900 ft.	(1) 600 ft.	-30 ft. -40 ft.
no	7b	7b	L-shaped Causeway extension to -45 ft. MLLW depth													4,100 ft.	(1) 450 ft. (1) 600 ft.	
Alternative 8 West Causeway to approximately -45 ft. MLLW (Alt 8a) or -40 ft. MLLW (Alt 8b), remove East Breakwater, and construct new East Causeway aligned with F-Street)																		
yes	7	8a	3,937 ft. long Causeway Extension and relocate East Breakwater	-12 ft.	-12 ft.	yes	yes	(1) 400 ft.	yes	400 ft.	0 ft. / 0.0	yes, align with F-Street	(1) 400 ft.	-25 ft. / -27 ft.	-12 ft.	3,937 ft.	(2) 450 ft. (1) 600 ft.	-30 ft. -40 ft.
yes	10	8b	3,844 ft. long Causeway Extension and relocate East Breakwater							650 ft.	3,900 ft. / 0.0					3,484 ft.		

Notes: 1) - All dredge depths are in feet to a Mean Lower Low Water (MLLW) vertical datum.
2) - (1) 400 ft. indicates one new dock with an approximate length of 400 feet.
N/C = no change to the navigation feature
N/A = not applicable
LF = Linear feet

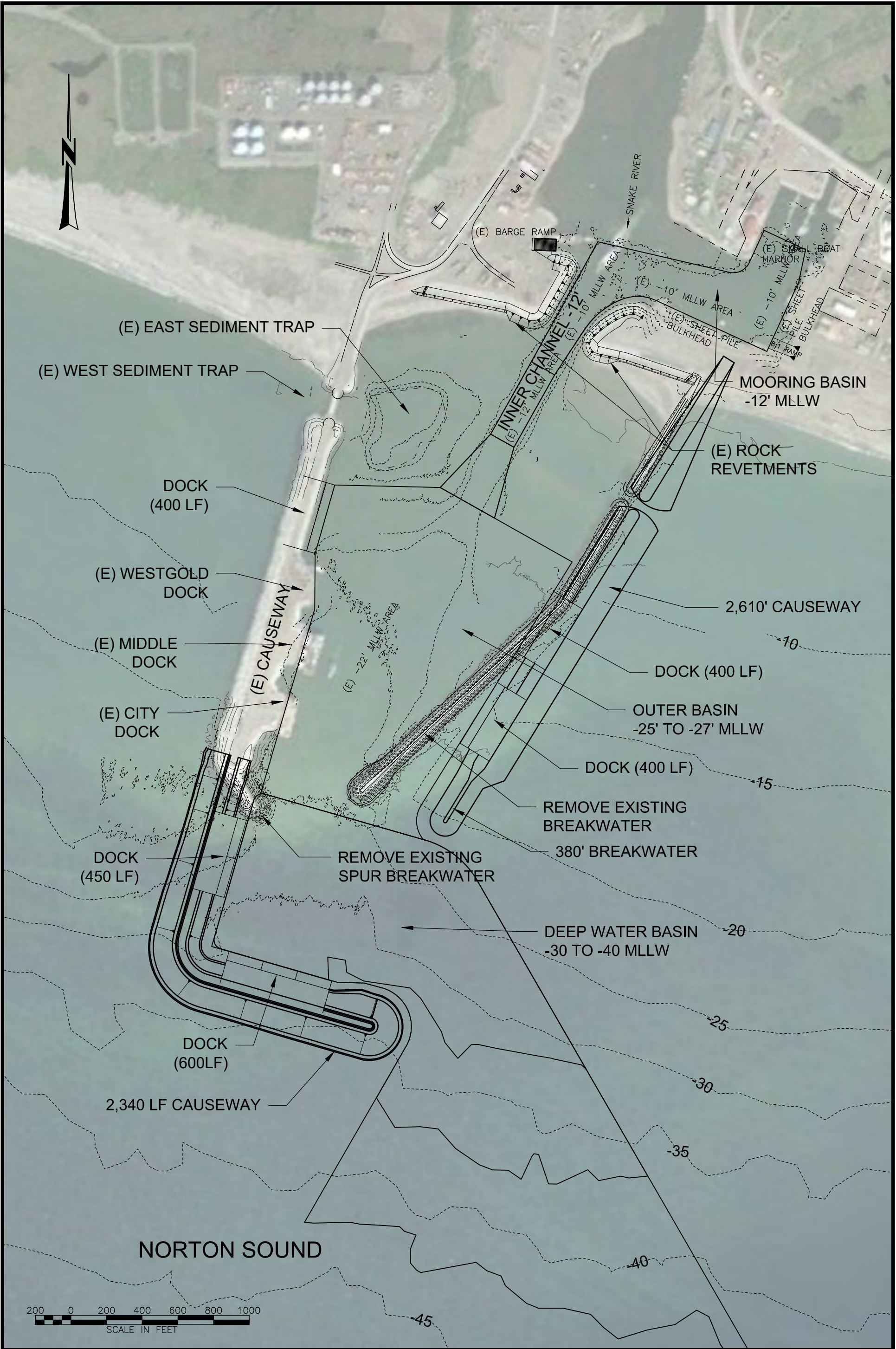


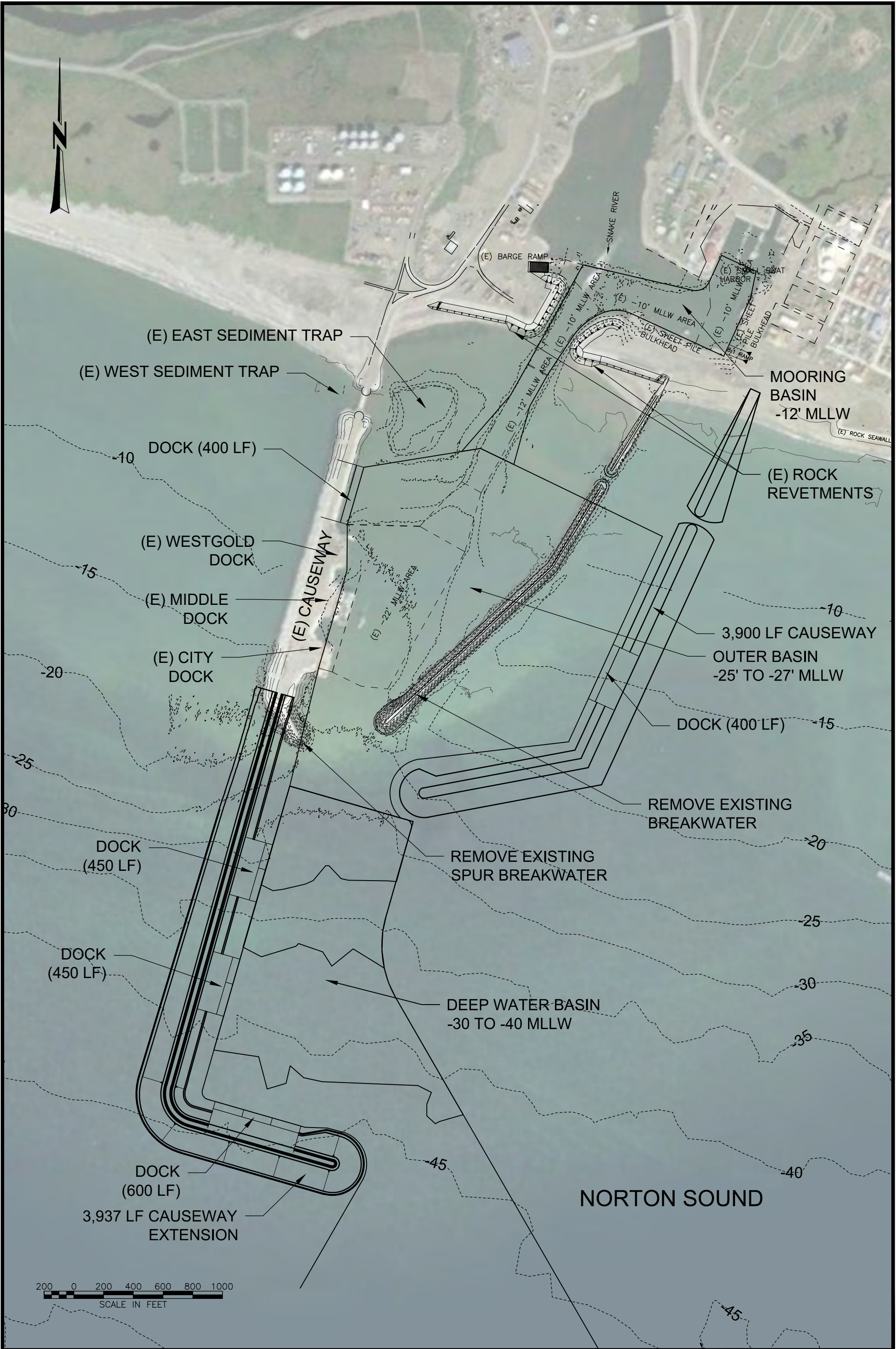


ALASKA DISTRICT
U.S. ARMY
CORPS OF ENGINEERS

ALTERNATIVE 3B
PORT OF NOME MODIFICATION FEASIBILITY STUDY

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ALASKA DISTRICT
U.S. ARMY
CORPS OF ENGINEERS

ALTERNATIVE 8A
PORT OF NOME MODIFICATION FEASIBILITY STUDY

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