WORK SESSION – 5:30PM:

TARIFF REVIEW & DISCUSS:
- Rock/gravel export – expanding rate scale
- Cruise passenger – 2022 rate in effect 1 Jan 2022
- CPI adjustment – 2022 rate based on 5-year average ANC
- Other.....

REGULAR MEETING – 7:00PM:

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES
- 21-09-15 Regular Meeting
- 21-11-18 Regular Meeting

IV. CITIZEN’S COMMENTS

V. COMMUNICATIONS
- 21-11-30 Quarterly Cost Share Letter to City of Nome
- 21-12-05 Shipping’s Arctic Future - Maritime Exec
- 21-12-06 Ice Radar MOU with UAF-GI 10-2021
- 21-12-06 Unalaska Wants an Arctic Port - High North News

VI. COMMISSIONER UPDATES

VII. HARBORMASTER REPORT
- 2021 Maintenance, Repairs & Planning, AR Efforts Verbal

VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE
- 21-12-10 Port Director/Projects Status Report
  - Arctic Deep Draft Port – Concept Dock Designs
  - Harbor Launch Ramp Replacement – Winter Closeout
  - Harbor CAP 107 Feasibility Study Update

IX. OLD BUSINESS
- none

X. NEW BUSINESS
- Recommending Port Tariff Revisions

XI. CITIZEN’S COMMENTS

XII. COMMISSIONER COMMENTS

XIII. NEXT REGULAR MEETING
- January 20, 2022 – 5:30pm

XIV. ADJOURNMENT
The WS & Rescheduled Meeting of the Nome Port Commission was called to order at 5:39 pm by Chairman Lean at the Public Safety Building located on the Greg Kruschek Ave.

ROLL CALL
Members Present: Smithhisler; Lean; Henderson; Sheffield; McLarty; Lean;

Absent: West; Rowe

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

In the audience: Andrew Lee; Diana Haecker; Cathy Rubano

APPROVAL OF AGENDA
Chairman Lean asked for a motion to approve the agenda:

Motion to approve made by Henderson, seconded by Sheffield.

At the Roll Call:
Ayes: Lean, Henderson; Sheffield; McLarty; Smithhisler;
Nays:
Abstain:

The motion CARRIED.

APPROVAL OF MINUTES
August 19th, 2021 Regular Meeting

Motion made by Henderson, seconded by Smithhisler to approve minutes

At the Roll Call
Ayes: Henderson; Sheffield; McLarty; Smithhisler; Lean
Nays:
Abstain:

The motion CARRIED.

CITIZENS’ COMMENTS none
COMMUNICATIONS

- 21-08-11 PON Modification Design Phase Funds Request (USACE)
- 21-08-24 CM Reply to BOT Request for Negotiated Rate on Large Volume Gravel
- 21-09-03 Nome Harbor CAP 107 Study Cost-Share Update (USACE)
- 21-09-03 Nome Harbor CAP 107 Study Funding Request (USACE)
- 21-09-09 PON Modification Feasibility Study Closeout (USACE)

Discussion:
- There was some group discussion on the BOT request to negotiate the rate on large volume gravel exports.

COMMISSIONER’S UPDATES

- None

HARBORMASTER’S REPORT

HM Stotts provided a verbal report on port activity, operations and vessel schedule, Anode Replacement Project and the Launch Ramp Replacement Project.

- Gravel operations are still in full swing with Brice’s haul/stockpile and loading operations fully taking up the West Gold dock and shoulder areas for staging and handling of material to be exported.
  o Gravel companies have been working closely with each other and the Harbormaster to ensure there are no delays in loading operations or negative impact to other vessels or companies using the facility.
- 2022 is looking to have a large volume of cruise ships with over 20 potentially listed as wanting to go to Nome at this time, but still early to tell for sure and CODIV may still play a negative roll this 2022 season.
- The Anode Replacement Project has finished with the contractor fully wrapped up and now gone.
  o The contractor brought ice damage on the old existing anodes to Port staff’s attention and suggested that the elevation of all new anodes be lowered a few feet to get below the ice line. Ice appears to be the culprit in damaging the old anodes and PND agreed so the new anodes were installed at a -2ft elevation from existing.
- HM Stotts added that the Launch Ramp Replacement Project was still underway with the contractor STG, Inc. working through issues with the inflatable dam they are utilizing to dewater the work area. They are seeing ‘piping’ of water under the dam and through the mud, which is allowing water inside the dam and hindering work progress at the expected rate.
  o STG is looking to remove the inflatable dam soon to begin working to set the glulam on the NE toe of the ramp to elevation, which will then allow that section of concrete panels to be installed.
  o STG is estimating to have substantial completion of the project completed around the end of September or early October.

Discussion:
- There was some group discussion on where STG currently stands with their project and what items remain on the list to be completed. Currently, they have most of the glulam’s set to elevation/grade but are working to remove the dam to access the NE toe of the ramp.

PORT DIRECTOR’S REPORT

PD Baker provided an overview of facility projects and their status including;

- 21-09-10 Port Director/Projects Status Report
- Alaska’s Arctic Deep Draft Port
  o Meeting w/Gov. Dunleavy (8.30.21)
Discussion:
- PD Baker stated that Gov. Dunleavy had a short notice visit to Nome recently and wanted to look at the future site of the Nome Deep Draft Port Facility, ask questions and see the area for himself. The meeting went well, although very brief.
  - The Governor seemed very supportive of the project and asked good questions.
  - The media did schedule a time for interviews with the Governor that took place on the South Wall of the Small Boat Harbor.
- Other brief discussion with group responding to general questions.

OLD BUSINESS
- None

Discussion:
- None

NEW BUSINESS
- Port Commission Letter Writing Campaign (handout)
  - PD Baker stated that we are still waiting for more information on this so this issue was tabled until additional information is available.

Motion:
None

Discussion:
None

CITIZENS’ COMMENTS
None

COMMISSIONER’S COMMENTS
Sheffield commented that she thinks it would be good for the public to know about future visits from Gov. Dunleavy so the public would have a chance to meet with him and ask questions if they wish. PD Baker commented that the media did have a chance to meet with him and his staff but their trip was short so they had to keep the group size to a minimum.

Henderson commented that this was a good work session and meeting and that this may be his last meeting if he is voted in for City Council, which he is currently campaigning for.

Smithhisler had no comments.

McLarty commented that he did not believe the East Gravel Ramp was in satisfactory condition for vessel owners to utilize to haul out their vessels; feels more could be done to lessen the slope of the ramp and cut back the top of the ramp. Also stated that he is not satisfied with the contractor STG’s timeline on the Launch Ramp Replacement Project and some large vessels are most likely going to go south for the winter and seek an alternative haul out location.

Lean commented that the work session and meeting went well and he wished all PC Members could be available for facility development and tariff revision meetings to help facilitate discussion amongst the Agenda-Nome Port Commission
ADJOURNMENT
Motion was made by for adjournment 8:15pm.

APPROVED and SIGNED this 16th day of December 2021.

_____________________________
Jim West, Chairman

ATTEST:

_____________________________
Joy Baker, Port Director
NOME PORT COMMISSION
MINUTES
WORK SESSION & RESCHEDULED MEETING
November 18th, 2021 @ 5:30/6:30 PM
COUNCIL CHAMBERS CITY HALL

The WS & Regular Meeting of the Nome Port Commission was called to order at 7:08 pm by Chairman West at the City Hall Council Chambers.

ROLL CALL
Members Present: Smithhisler; Lean; West; Rowe (zoom); Sheffield (zoom); McLarty

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

In the audience: Diana Haecker- Nome Nugget

APPROVAL OF AGENDA
Chairman West asked for a motion to approve the agenda:

Motion to approve made by Smithhisler, seconded by McLarty.

At the Roll Call:
Ayes: Lean; West; Rowe; Sheffield; McLarty; Smithhisler;
Nays:
Abstain:

The motion CARRIED.

APPROVAL OF MINUTES
September 15th, 2021 meeting minutes were tabled to review at the next Port Commission Meeting due to technical error with draft version.

CITIZENS’ COMMENTS
• None

COMMUNICATIONS
• 21-9-15 – Bering Strait Festival 8.1.22 – 8.7.22
• 21-9-23 – The Correct Tool – BA1100
• 21-11-10 – Two Icebreakers to Rescue Ice-locked Ships in Northern Sea Route
• 21-11-11 – 2022 AAHPA Scholarship Flyer
• 21-11-15 – Graphite One Info

Discussion:
• HM Stotts noted highlights of the Bering Strait Festival taking place between Russia and the US in Aug 2022. Noted that there isn’t much info out on this yet, and is interested in more information as the event advertises open borders for 7 days.
• HM Stotts encouraged commissioners to tell youth interested in the AAHPA 2021 scholarship to apply and take full advantage of that opportunity.
• C. Sheffield provided details on some of the 20 vessels stuck in the ice off Russia. Also noted that Russia’s Arc7 icebreaking tankers are estimated to be operating full swing in the Arctic through the winter due to large demand and current profits in the Asian LNG market.

COMMISSIONER’S UPDATES
• C. Sheffield informed the group that she had been invited by the USACE to participate in the Nome Inner Harbor Section 106 Mitigation Ideas Meeting and was planning to attend. PD Baker noted that this meeting was about mitigation of potential adverse effects to the Snake River Sandspit Village and Nome Subsurface Historic District.

HARBORMASTER’S REPORT
HM Stotts provided a written 1st Quarter Report copy as well as a verbal update on;
• Port Staff closing down for the season the last week of October.
• Season closing operations including removing camel fenders, ladders and last vessel of the year, UAF’s SIKULIAQ.
• Collection efforts to include a new round of impoundment letters to go out this January and preparing for a spring 2022 surplus sale with other city departments.
• 2022 cruise schedule overview including an estimated 22 cruise vessel calls for next season. Port staff are expecting a very busy season and may need to hire additional temp staff to help with cruise ship security needs. Noted that a few dates have one cruise vessel offshore delivering PAX to the floating docks and another at the City Dock, also working PAX. This will require two separate security teams.
• Noted that one of the biggest user requests is for additional moorage space for skiffs and support vessels in the 12-25ft category. Users have expressed interest in connecting the existing docks with smaller floats at the bottom of the ramps (shoreside), extending to the Low Dock north end, between the existing floats, and then to the fish Dock north end.
• Success of 2022 shipping season exporting around 270,000 tons of gravel for one project alone.

Discussion:
• C. West stated that this was a very busy season for gravel and close coordination was needed during haul and load operations, but that the season was an overall success.

PORT DIRECTOR’S REPORT
PD Baker provided an overview of facility projects and their status including;
• 2021 AAHPA Conference and Banquet Dinner in Anchorage. HM Stotts received the 2021 AAHAP Harbormaster of the Year award which PD Baker, CM Steckman and Mayor Handeland were present to receive on his behalf.
• Brief overview of Inner Harbor CAP 107 Study to deepen/widen the Inner Basin.
• STG completing the Concrete Launch Ramp Project for vessels to begin hauling out Oct 19th and 21st. There remain some punch list items for STG to complete in the spring such as re-driving the northern bollard piling and subsurface cleanup work.

Discussion:
• None
NEW BUSINESS

Action on Deep Water Basin Dock Options

- There was some group discussion on the three dock options presented to the group.
  - Option #1 - All three docks new separated with offshore dolphins in between each dock. Considered by USACE as base option for design.
  - Option #2 - Two west docks connected with sheet pile and separated from south dock with offshore dolphins in elbow and east of south dock. There are anticipated cost savings with this option as it uses existing sheet pile for cell ends on the dock face and removes some of the offshore dolphins.
  - Option #3 - All three docks connected with sheet pile, including the elbow. This option provides the most amount of moorage and uplands storage space. This option is considered about even in cost to the option #2. It was noted by the USACE that this option may cause minor additional wave refraction off that east facing sheet pile wall but they were not able to quantify that.

Motion:
The following motion was moved by Lean and seconded by Smithhisler;

Port Commission supports Option #3 within PND’s Dock Design Concepts as a modification to the proposed layout of the deep water basin docks initially conceptualized by the Corps.

Discussion:
Brief group recap of the above Deep Water Basin Dock Options.

At the Roll Call:
Ayes: Rowe; Sheffield; McLarty; Smithhisler; Lean; West
Nays:
Abstain:

The motion CARRIED.

Action on Inner Harbor Dredging Layout Changes

- This was tabled for a future meeting while the USACE works with other corps teams to move forward with this.

CITIZENS’ COMMENTS
None

COMMISSIONER’S COMMENTS

- C. McLarty stated that he was unhappy with contractor performance on the Nome Concrete Launch Ramp Project, with the substantial project completion date going past the contract date and potential debris still remaining underwater within the ramp approach.
- C. Smithhisler congratulated HM Stotts on the HM of the Year Award.
- C. Rowe stated that he was happy with tonight’s WS and meeting and enjoyed the discussion. He also congratulated HM Stotts on the HM of the Year Award.
- C. Sheffield commented she would keep the group posted on the Inner Harbor Section 106 Mitigation Ideas Meeting and also congratulated HM Stotts on the HM of the Year Award.
- C. Lean congratulated HM Stotts on the HM of the Year Award.
• C. West congratulated HM Stotts on the HM of the Year Award.

ADJOURNMENT
Motion was made by for adjournment 8:01pm.

APPROVED and SIGNED this 16th day of December 2021.

_____________________________
Jim West, Chairman

ATTEST:

_____________________________
Joy Baker, Port Director
Dear Ms. Baker:

In accordance with the CAP 107 Nome Harbor Feasibility Study Cost Sharing Agreement dated 06 May 2020, Article III, and per your request additional information on the cost share status report through 18 November 2021 is detailed below.

As of 07 June 2021, we have expended a total of $1,043,036.94 on the study. To this point, $618,049.89 in City funds have been expended. One work-in-kind package has been submitted and recorded 15 November 2021 for $254,049.89. Net unobligated Federal funds are $296,370.88 and net unobligated non-Federal are $30,861.07 in non-Federal funds. The project is funded to $1,370,268.89, which includes $1,116,219 in cash and $254,049.89 in work-in-kind. Of the agreed study amount of $1,441,220.00, $1.00 Federal, $30,861.07 non-federal cash, and $70,950.11 in non-Federal work-in-kind still remain to be funded.

### Project Funds Status
**As of 02-Sep-2021**

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<th>Federal Funds</th>
<th>Non-Federal (Local) Funds</th>
<th>Total</th>
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<tr>
<td>Funds Received</td>
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<td>Un-Obligated Balance</td>
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### Remaining Funds Balance
**As of 18 Nov-2021**

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<tr>
<td>Funds Received</td>
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<td>$1,116,219.00</td>
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<tr>
<td>Remaining Balance for Study</td>
<td>$1.00</td>
<td>$30,861.07</td>
<td>$30,862.07</td>
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</table>
Work-In-Kind Funds Status  
As of 07-Jun-2021

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<th>Description</th>
<th>Amount</th>
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</thead>
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<tr>
<td>Work-In-Kind received</td>
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<tr>
<td>Work-In-Kind Not Yet Received</td>
<td>$70,950.11</td>
</tr>
</tbody>
</table>

If you have any questions, please contact me at (907) 753-2827 or via email at Richard.D.Austring@usace.army.mil.

Sincerely,

Richard Austring  
Project Manager

Cc:  
Mark Viotto
Climate models project continued and dramatic Arctic sea ice reductions, including nearly ice-free summer conditions by the mid-21st century. While Arctic navigation depends on other factors besides sea ice - including economics, infrastructure, bathymetry, and weather - these projections are useful for strategic planning by governments, regulatory agencies, and the global maritime industry.
The planet’s fast-warming climate brings new opportunities for international transportation networks and offers shorter maritime navigation distances, at least during summer months. In particular, the opening of Russia’s Northern Sea Route (NSR) increases the need for new ports and modern infrastructure to service ships that plough through ice-free and ice-covered waters. Projections suggest that the NSR’s July-October navigation season will average about 120, 113, and 103 days for PC3, PC6, and OW vessels (respectively) by late-century.

**Near-Term Opportunities Are Changing Rapidly**

The global competition for the Arctic is clearly intensifying. One way to understand the unfolding drama is to look at the situation facing Arctic ports. The icy world which these ports have known, since the very first vessels came ashore, is changing much faster than humans had ever expected.

Arctic shipping arteries are operated by abundant vessels and icebreakers, sailing between principal locations behind the Arctic Circle, Europe and Asia, which means that they need to be supported by well conducted system of hubs. In lower latitudes, shipping ports are mostly located near city cores, since most cargo activities start and end there. A supply of longshore labor is another reason for ports to be located close to larger cities. This means that deepwater ports (and the services they provide) are typically close to global maritime shipping and often taken for granted.

The situation in the Arctic is quite different. Deepwater ports, places of refuge, marine salvage, adequate port reception facilities for ship-generated waste and towing services are rarely available. The availability of port infrastructure and support directly influences the level of risk associated with transiting a particular waterway – and it directly corresponds to the levels of marine insurance rates.

There are few deepwater ports in U.S. or Russian waters near the Bering Strait. The closest U.S. harbor with deep water is Dutch Harbor in the southern Bering Sea. On the Russian Federation side, the nearest deepwater port is Provideniya. Other Russian ports near the Bering Strait that are closed to foreign ships are Egvekinot, Anadyr and Beringovsky.

Between the Atlantic and Arctic, there are many Norwegian, Icelandic and Russian deepwater ports. Also, there are a number of deepwater ports along the west coast of Greenland.

In the North American Arctic, there are essentially no deepwater ports along the North Slope of Alaska, or throughout the Canadian Archipelago, except for the port of Tuktoyaktuk. Tuktoyaktuk suffers from a shallow approach channel and a high degree of in-fill silting. There are also limited port facilities at Resolute Bay, in the middle of the archipelago, which acts as a center of transportation, communications and administration for the high Arctic. However, it can only handle ships of 16 feet of draft alongside a sunken barge used as a dock.

In the Hudson Bay, the Port of Churchill is Canada’s only northern deepwater seaport. It enjoys well-sheltered infrastructure, alongside berthing facilities. It provides access, via rail, to the interior of Canada and North America in general. The growing Port of Churchill offers four berths for the
loading and unloading of grain, general cargo and tanker vessels, and it can efficiently load Panamax size vessels. The current shipping season runs from mid-July to the beginning of November, though the use of icebreakers could significantly lengthen the shipping season.

The primary Russian ports in the Arctic are Murmansk, Archangelsk, Dudinka, Varandei, Vitino, Kandalaskha. Upgrade and modernization investments are now underway in each one of these. Statistics show that Murmansk Oblast is the biggest Arctic shipping hub. Located on the Kola peninsula at the coast of Barents Sea, it is a non-freezing port which can service any type of vessels. Since 2004, more than €4.4 billion have been invested in improving Murmansk’s deepwater port facilities to include new oil, coal and container terminals, as well as expanded rail lines.

At the other end of the Arctic, Vladivostok is being developed as a significant North-East Asian hub, offering access to China, Japan and South Korean markets. The port of Petropavlovsk on the coast of Kamchatka is also set to be developed as an eastern hub for the Northern Sea Route.

**Russia and China invest in the Northern Sea Route**

The Russia-China trade corridor is now the focus of intense concern in both Beijing and Moscow. The political and trade ties of these two countries are on the rise, and with billions of dollars being spent on the hard infrastructure, those opportunities are only going to increase. With the increasing number of Free Trade Agreements that China and Russia share, it appears certain that significant future investment potential lies within this corridor.

China has been a huge investor in the Russian Arctic economy, and not just within the region’s hyper-active oil and gas sector. Beijing’s leaders know quite well that the Northern Sea Route is set to become a major global shipping route for cargoes flowing from Asia to Europe, and vice versa. Russia has responded to the big opportunities that it sees (and that China also sees) by designating the entire region as a “Free Trade Zone,” as defined by Russian national law. It covers an area which stretches for nearly 5 million square kilometers. Arctic residents will enjoy tax benefits and easier administrative procedures.

Work on this newly designated zone is focused on attracting both Russian and non-Russian private sector investments into road and rail, including Chinese investment. New (and, some think, quite generous) tax incentives are currently being offered to investors, while the knock-on infrastructure requirements are huge. $243 billion is being set aside in funding in a region that is expected to generate $500 billion per annum by 2030. Major projects to upgrade Arctic ports are already underway.

In October of last year, President Vladimir Putin formally adopted the “Strategy for the Development of the Russian Arctic Zone and Provision of National Security Through 2035.” The Strategy gives particular significance to Murmansk Oblast, emphasizing a broad range of complex and multifaceted transformative measures targeting this province. Murmansk has long been the Russian Federation’s most prioritized Arctic entity.

The “Strategy” document lays out the plan for multiple geographies within the country:
In January of 2020, Russia’s government approved a number of acts to give new economic benefits and subsidies to businesses or investors willing to engage in projects in the country’s High North. This legal framework covers Murmansk Oblast, Chukotka, Yamalo-Nenets Autonomous Okrug and Nenets Autonomous Okrug as well as portions of five other federal subjects - Arkhangelsk Oblast, Sakha Republic (Yakutia), Krasnoyarsk Krai, the Republic of Karelia and the Republic of Komi. It is all aimed at attracting foreign investors capital into the Arctic territories, and Russia has outlined four main types of projects that will receive a program of benefits from the central government:

- The extraction of hydrocarbons located offshore, on Russia’s continental shelf, with a severance tax (imposed on the removal of natural resources) set at 5 percent for oil and 1 percent for natural gas over the next 15 years.
- The extraction of hydrocarbons on the continent, with an emphasis on liquefied natural gas (LNG) and gas-chemistry (gazokhimiya). New investors are expected to be promised a severance tax of zero percent in the next 12 years upon starting industrial extraction.
- The production of LNG (as well as other projects related to the gazokhimiya industry). Investors will have to pay the severance tax in full only after 17 years of industrial production.
- For other projects the potential benefits largely depend on what's being extracted, and the project’s scope. Aside from non-hydrocarbon-related investments (including minerals), this type includes infrastructure projects (such as seaports and pipelines).

Alexander Kozlov, who heads the Ministry for Development of the Russian Far East and Arctic, says that the Arctic zone’s share of Russian GDP is close to 10 percent and receives 10 percent of total foreign direct investment. It suffers from chronic under-population, containing less than 1.5 percent of the total Russian population. Over the past 15 years, the local population has actually decreased by 300,000, according to Kozlov.

Russia’s hopes for the region are pinned on the prospect of creating more than 21 new large regional mega-projects (including the Indiga Port in the Nenets Autonomous Okrug), exploration of large deposits of platinum and other metals in Krasnoyarsk Krai and Murmansk Oblast, and the creation of a full-cycle lumber/timber-producing complex in Arkhangelsk Oblast.

**Geostrategic competition**

Decreasing sea ice is extending opportunities for global shipping, in turn increasing the geostrategic importance of the region. The Arctic is rapidly becoming a new theater of great-power competition – both geo-economic and geo-strategic.
Russia has been attempting to expand its exclusive economic zones in the region and is conducting enforcement operations with internationally unrecognized authority in Arctic Seas. The Russian military has also been improving its capabilities to operate in the Arctic. Similarly, China, coveting Arctic shipping routes and potential resources, has been attempting to legitimize potential future Arctic claims by describing itself as a “near-Arctic” power.

Eight countries—Canada, Denmark (including Greenland), Finland, Iceland, Norway, Russia, Sweden, and the United States—have Arctic territory, while five countries (Canada, Denmark [Greenland], Norway, Russia, and the U.S.) have Arctic Ocean coastline. As climate change reduces ice cover in the Arctic, Russia will likely experience the greatest percentage access increases to its exclusive economic zone, followed by Greenland/Denmark, Norway, Canada and the U.S.

Russia has the most expansive Arctic territory of any of these countries, and it is by far the most capable Arctic competitor. The Kremlin views the Arctic as critical to its overall national defense strategy. Consequently, the country is actively preparing its military forces to operate there, while simultaneously working to secure and exploit the region's untapped resources. Russia hopes to control enough Arctic resources, particularly energy resources, to ensure national economic stability and growth while controlling all shipping near its coastline and maintaining sufficient military power to deter any aggressors crossing the Arctic.

Russia maintains that its extensive Arctic capabilities give it additional rights, and has claimed authority to regulate ships transiting international waters in the NSR. This policy has been protested by other nations, who state that it violates international laws—specifically the United Nations Convention on the Law of the Seas (UNCLOS). However, UNCLOS—along with the Polar Code—may be inadequate for the unique Arctic environment. Ambiguities and inconsistency between them have resulted in the Arctic nations enacting their own navigation laws and policies.

_Gordon Feller is a former director at Cisco Systems and co-founder of Meeting of the Minds, a non-profit that brings together urban sustainability and technology leaders to share knowledge and build lasting alliances. For 30 years, Feller has advised on economic and technology issues with leaders of multinational companies, cities, NGOs, foundations, and national governments._

The opinions expressed herein are the author's and not necessarily those of The Maritime Executive.
MEMORANDUM OF AGREEMENT
BETWEEN
UNIVERSITY OF ALASKA
AND
CITY/PORT OF NOME
REGARDING THE INSTALLATION/OPERATION OF AND ACCESS TO A NEAR SHORE ICE RADAR AND WEBCAM FACILITY AT NOME

1. PARTIES. The parties to this Agreement are the University of Alaska (hereinafter “UA”), and the City/Port of Nome (hereinafter “the City/Port”).

2. PURPOSE.

   a. To further the objectives of UA and the Port of Nome relating to monitoring and evaluating the formation, movement, deformation and stability of coastal ice cover around the Nome harbor and surrounding coastal area.

      This objective will be met by University of Alaska Fairbanks/Geophysical Institute (UAF/GI) installing and utilizing marine radar positioned on the Nome Causeway, close to the shore ice conditions and by collection of webcam images establishing a visual impression and longer-term record of key dates in the seasonal evolution of the sea-ice cover.

      To enhance the benefit of this collected data and imagery UAF/GI will provide the URL to the website of the Sea Ice Group at the UAF/GI environmental camera the images and grants permission to Nome to make it accessible via the City/Port of Nome’s web site.

   b. The purpose of this Agreement is to set forth terms by which UA and the City/Port (hereinafter “Parties”) will cooperate to ensure the installation and operation of the equipment. The Agreement provides for the following:

      1) UAF/GI has determined an electric pole at the “middle dock” on the Nome Causeway on which Nome camera equipment is already located to be the preferred location on which to collocate UAF/GI radar and web cam equipment. The City/Port make no warranties, expressed or implied, as to the suitability of the location facilities for UA’s intended use.

      2) The radar, camera and any associated equipment installed under this Agreement is and shall remain the property of UAF/GI.

      3) UAF/GI shall bear all responsibility for installation, operation and
maintenance of radar and camera hardware.

4) The City agrees to cooperate in the equipment installation and is agreeable to provide extension of its own internet connectivity and electricity. Connection to and any special equipment required to effect connection of services will be the responsibility of UAF/GI.

3. POINTS OF CONTACT.

a. The Point of Contact (POC) for the University of Alaska shall be:

UA POINT OF CONTACT:
UA Land Management
2025 Yukon Drive, Suite 106
Fairbanks, Alaska 99775-5280
907-450-8133  desiegfried@alaska.edu

UAF/GI POINT OF CONTACT:
Josh Jones   (907) 474-1156  jmjones8@alaska.edu
or
Andy Mahoney (907) 474-5382  armahoney@alaska.edu
University of Alaska-Fairbanks
2156 Koyukuk Dr.
Fairbanks, AK  99775
FAX (907) 474-7290

b. The POC for the City/Port shall be the Harbormaster, currently:

Lucas Stotts  (907) 443-6619  lstotts@nomealaska.org
Port of Nome
PO Box 281
Nome, AK  99762
FAX (907) 4443-5473

Upon change of POC, the respective Party shall inform the other Parties of the new POC.

4. OTHER PROVISIONS.

a. Provision of internet and electric connectivity to the UAF/GI equipment by the City/Port is subject to the annual Common Council appropriation of funds. City/Port will include appropriation request in annual budgeting, but it cannot be guaranteed. Should no appropriation be available, UAF/GI will
arrange with local utility providers to establish services on their own account.

While internet throughput required for the radar and camera is not anticipated to interfere or degrade the City/Port’s own service, in the event of a conflict, UAF/GI agrees to procure direct from vendor internet connectivity.

5. **EFFECTIVE DATE.** The terms of this Agreement will become effective on October 22, 2021.

6. **MODIFICATION.** This Agreement may be modified upon the mutual written consent of the Parties.

7. **TERMINATION.** The terms of this Agreement, as modified with the consent of both Parties, will remain in effect for five (5) years. The Agreement may be extended by mutual written agreement of the Parties.

AGREEED/APPROVED BY:

**UNIVERSITY OF ALASKA/**

December 6, 2021

Date

By: Adrienne K. Stolpe
Director of Land Management

**CITY/PORT OF NOME**

December 6, 2021

Date

By: William Glenn Steckman
City Manager

/jkh

MOA – UA & City/Port of Nome
Unalaska in the Aleutian islands wants to develop an Arctic port for icebreakers.

In an interview with Unalaska Community Broadcasting KUCB, Vice Mayor and city council member Dennis Robinson speaks about the need to develop a port in Unalaska in the Aleutian islands, Alaska.

"It would mean that we have a greater Coast Guard presence here than we already do. It would mean that the icebreakers that the U.S. was building would be home ported here. And it would quite possibly mean that we would have a small military presence. And all of those above would create an economy that is not solely reliant on fishing," the Vice Mayor says to KUCB.
Will inform Washington delegation

This week, Robinson and other representatives from the City of Unalaska will travel to Washington D.C. on a federal lobbying trip to meet with Washington delegation members and make a case for the island’s top legislative and financial needs, KUCB reports. As part of that trip, the representatives will inform the federal delegation on the importance of Unalaska as an Arctic port.

"We have everything here that is needed in an Arctic port that they don't have to spend hundreds of millions of dollars on. It exists here", Robinson adds.

ALSO READ

Tiny Aleutian Island has Big Dreams for a Deepwater Port

Navy considers returning to Adak

The former naval base of Adak, several miles further west of Unalaska on the Aleutians has been closed for nearly 25 years. However, US Navy is also considering opening that base, according to KTUU.

In 2019, US Marines arrived at the island as part of a joint exercise with the Navy and Coast Guard to show how troops respond to emergencies in the Arctic. The exercise may also have shown the importance of a military presence in the Aleutian Islands, KTUU writes.

"It is enormously strategic in terms of really the Gateway to the Asia-Pacific and the Gateway to the Arctic," Republican Senator for Alaska Dan Sullivan have stated.
"The Secretary of the Navy, (Kenneth Braithwaite) when he was out in Alaska this past fall, and I hosted him. He was looking for places for positioning Naval assets and of course ice breakers," Sullivan added.

Adak's former naval base extends across thousands of acres of flat land. Residents believe this is a selling point when it comes to planning for the development of a deepwater port. (Archive photo by Aaron Cooke).

"Prioritize Arctic operations"

Senator Dan Sullivan recently introduced the Arctic Focus Act which notes the need to homeport one icebreaking vessel in the Arctic by 2030, where their work exists.

The bill aims to ensure that coast guard operations are directed to America’s Arctic. One of the tasks is to provide sufficient icebreaking capacity to keep the Northwest Passage open for commerce, national defense, rescue and recovery operations, and scientific exploration by 2030.

ALSO READ
Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Port Director
CC: Mayor Handeland & Common Council; Port Commission
Date: December 10, 2021

Administrative:
Staff have wrapped up all 2021 invoicing, and switched gears to issuing payment reminders to minimize the number of accounts that will go to collections/impoundment in Jan 2022. Payments have been pushed to the Clerk’s Office (thank you), leaving HM Stotts to tackle winter tasks of inventory, tracking, compliance, maintenance needs, planning, purchasing, training and scheduling for 2022. Based on the snowstorm impacts thus far, Lucas has already been assisting Public Works in clearing the roads.

The Port Commission will have a Work Session at 5:30pm on Thursday, 16 Dec 2021 to review and discuss potential changes to the Port Tariff, including expanding the rate schedule for exporting gravel/rock materials, followed by a Regular Meeting at 7:00 pm.

Causeway:
Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):
Corps/City project managers monitor cost-share updates, schedule, and any necessary budget changes as the federal features (breakwaters/dredging) move through the design phase. Documents reflecting the City’s intent to provide work-in-kind efforts are still in the drafting stage while each party determines the most effective coordination plan for construction. This will inform how the Project Partnership Agreement (PPA) is structured for construction.

Local Service Facilities (LSF) Design Integration:
Bi-weekly meetings continue with the Corps and City design teams for integrating elements of joining the docks, roads and utilities into the Corps’ extension foundation. Design criteria is under review by each design team to ensure all aspects of quality are met. PND presented conceptual deep-water basin dock options to the Port Commission on 18 Nov 2021. After some deliberation, the Commission passed a Motion (attached) to modify the 3 individual deep-water basin docks into one L-shaped dock. This creates more dock space and uplands, eliminates the need for costly mooring dolphins, and provides safe access to all mooring bollards with increased capacity for buried utilities.

- Anyone with questions on this project can call 907-304-1905 or email jlbaker@nomealaska.org
  Further info on the project study is located on the Port of Nome page at www.nomealaska.org.

Sediment at Causeway Bridge:
The Corps is still working through the process of obtaining an official waiver from HQ to secure permission to partner with the City to use real estate owned by SNC/BSNC adjacent to the project to stockpile sediment
During excavation. Once granted the waiver, the Alaska District will offer this option to the contractor that holds the annual dredging contract. If accepted, the contractor may elect to do the work or sub-out.

**Harbor:**

**Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):**
This project has encountered a hurdle with the Pacific Ocean Division (POD) directing the Alaska District to pursue de-authorization of portions of the federal dredge footprint in the Nome Harbor, along with the East and South Dock sheet pile faces, making them local responsibilities. These requirements have been identified as necessary steps based on the recommended alternative (#4). This effort requires congressional authorization which takes time. There is an option to revert back to a lower alternative, which does not include a retrofit to the South Dock, leaving this dock with a lower loading capacity than is needed for commercial operations. Discussion with the Corps continue, in an effort to find a more suitable solution that works for the sponsor and the government.

**Concrete Launch Ramp Replacement Project:**
The launch ramp project is now lying dormant for winter at 97% completion, with the remaining work scheduled for late spring/early summer of 2022. Based on the construction inspection performed by John Blees (City Engineer) and Garth Howlett (Project Designer) on 25 Oct 2021, the contractor has submitted the attached documents acknowledging the punch list of items (also attached) that must be completed by the contractor to close out the project – which includes a handwritten note on the extraordinary efforts by HM Lucas Stotts, and his Assistant HM, Chris Schuneman. The balance of the EDA grant will fund the remaining work, with engineering/inspection costs coming in under budget.

**Snake River Moorage & Vessel Haulout Facility:**
City personnel continue to search for applicable grant programs that will serve as a suitable funding vehicle to develop this project. This project becomes increasingly important as the growing inner harbor fleet puts more demand on the infrastructure, essentially interfering with efficient cargo/fuel shipments, as well as limiting vessel refueling opportunities which continue to drive operating costs.

**Port Industrial Pad:**

**West Nome Tank Farm (Property Conveyance):**
The City has been in recent contact with USAF personnel, both at the local installation level (JBER) and the WA DC (HQ) level, in an effort to get the property conveyance back on track and moving forward. More info on that timeline will be shared as known. In the meantime, the City and NJUS continue collaborating on development of the site for use as vessel/equipment storage, and as a relocation site for the NJUS tank farm.

**Port Rd. Improvements (ADOT Project cost-shared with City/Port):**
ADOT expects the project solicitation period to be during winter 2021/2022, with construction in summer 2022.

*Italics reflects no change in project information from previous report.*

Additional details available upon request.
Memo

TO: Mayor John Handeland & Nome Common Council
FROM: Jim West - Chairman, Nome Port Commission JW2
THRU: Glenn Steckman - City Manager
DATE: 11/18/2021
RE: Support for PND’s Concept Option 3 for designing the Deep Water Basin Docks

The following motion was passed by the Nome Port Commission at their Regular Meeting on Thursday November 18, 2021.

1. Moved by C. Lean, and seconded by C. Smithhisler, the following motion be approved as written:

   • MOTION: Port Commission supports Option 3 within PND’s Dock Design Concepts as a modification to the proposed layout of the deep water basin docks that were initially conceptualized by the Corps.

   AT THE ROLL CALL:

   Ayes: Rowe; Sheffield; McLarty; Smithhisler; Lean; West
   Nays: 
   Abstain:

   The motion CARRIED unanimously.

Discussion reflected in the minutes from the November 18, 2021 Regular Meeting.
December 07, 2021

Bristol Engineering Services
Attn: John Blees
111 W. 16th Ave
Anchorage, AK 99501

RE: Nome Launch Ramp Replacement Project

Mr. Blees,

This letter is to serve as both a summary of completed work to-date on the Nome Inner Harbor Launch Ramp project and a plan for the incomplete/punchlist work items. Although not fully completed in the 2021 construction season as planned, after overcoming a number of challenges STG, Inc. (STG) is proud to report that 98.5% of the project is completed by contract value and 97% by schedule value. And although important to the success of the project, the remaining scope is not critical for ramp usage. The ramp is fully operational and users were able to utilize the ramp without restriction for the end of season haul-out. Haul-out began on 10/06/21 for a some selected users, and was opened to all users on 10/20/21. STG is appreciative of the working relationship with and support from The City of Nome throughout the project and particularly the staff of the Port Director/Harbormaster’s office. Their daily onsite interaction, logistics, and communication were critical to the completion of the ramp prior to winter. STG demobilized equipment and personnel as project activities were completed, and was fully demobilized from site for the winter as of 10/30/21.

An end of season inspection was performed by the Engineer of record and Contract Manager, the results of that inspection are attached to this letter for reference. Additionally, STG created a punchlist tracker spreadsheet for the items from the inspection, which is also attached. The punchlist/incomplete work are outlined below along with details for completion.

- **Complete and Submit Final As-built Survey and Drawings (Tasks 1 & 2):** Survey was performed continuously throughout the project using a combination of Total Station, GPS, harbor monuments, ground hub offsets, Sight Level, and a Grade/Slope Laser which was proven accurate by GPS comparison. As-built drawings were maintained onsite throughout the project in STG’s job connex. Both of these submittals require completion of the bollard scope prior to final project submittal. The draft as-built drawings are attached.

- **Address the 3ea identified lifted concrete panels (Task 3):** Three (3) of the concrete panels were lifted slightly during concrete slurry pumping operations due to the slurry head pressure surpassing the ballast weight placed on top of the panels. Although largely unaffected useability of the ramp, the panels are lifted out of specification range and pose concerns with ramp maintenance and long-term damage to the concrete from the elevation change to adjacent panels. The panels identified are lifted along gridlines 9 and 7 between B and D, and are each marked with a red “X” on the attached redline drawing. The project team has discussed this unforeseen condition and will develop multiple corrective action plans throughout the winter to be implemented in the spring of 2022. The plans will be submitted to the city prior to construction. The scope is identified in the attached schedule as a placeholder and will be updated as the plan is developed.

- **Complete Bollard Reconstruction (Task 4):** This is the majority of the 1.5% remaining base contract scope. Reference the original project work plan (not attached) and current schedule (attached) for the execution plan of this scope. The end of season inspection report identifies a desire to drive a new finned pile for the northwest bollard, outside the limits of the ramp panels. STG agrees to this scope on principle...
but it has not yet been added to the contract. At such time when it has been added, this document, the schedule, and the punchlist spreadsheet will be updated to reflect the scope.

- **Install Final Signage (Task 5):** This is base scope as well. The signage has been procured and is onsite. It will be installed last, just prior to final demobilization in spring 2022.

- **Replace damaged 12x12 timbers at the High Ramp (Task 6):** Over the course of construction in the high-ramp area, Excavator tracks damaged with 12x12 timber bullrail along the south edge leading up to the barge landing. When the snow melts, STG will replace the 12x12 timbers in-kind at no cost to the City of Nome.

- **Submit any missing Fill Gradation Reports (Task 7):** The item is to double-check that all project materials are accounted for and meet specifications. STG will compare the material reports received from Vendors with what has been formally submitted to-date, identify any gaps, and submit the missing reports (if any).

- **Consolidate Salvaged Steel to Monofil (Task 8):** A portion of the demolished Steel Beam from the old launch ramp were not hauled to the Monofil location. STG will retrieve those sections and dump them at the Monofil.

- **Find and Remove Underwater Construction Debris (Task 9):** When spring weather permits, STG will complete another sweep of the underwater seafloor to find and remove any remaining construction debris.

A schedule is attached showing the current progress, winter shutdown and spring start-up for completion of remaining work items. It should be noted that the start-up date and waterfall of dependent activities is weather dependent because some of the activities require melted conditions to complete. The dates will be updated as they become more evident throughout the Spring of 2022. STG will also work with the Nome Harbormaster so as to schedule our work with minimal impact to launch ramp and high ramp users.

Thank you for the opportunity to work with the City of Nome on this unique and challenging project.

Sincerely,

Collin Pennington  
Project Manager  
STG, Inc.
**City of Nome - Launch Ramp Replacement**

<table>
<thead>
<tr>
<th>Task Name</th>
<th>Start</th>
<th>Finish</th>
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</thead>
<tbody>
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<tr>
<td>Treated GLB Sleepers - Unesco</td>
<td>Mon 3/29/21</td>
<td>Mon 6/28/21</td>
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<tr>
<td>Precast Concrete Panels - AS&amp;G</td>
<td>Thu 7/8/21</td>
<td>Thu 7/8/21</td>
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<tr>
<td>Seattle Barge Deadline</td>
<td>Mon 6/26/21</td>
<td>Mon 6/28/21</td>
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<tr>
<td>Anchorage Barge Deadline</td>
<td>Thu 7/8/21</td>
<td>Thu 7/8/21</td>
<td>100%</td>
</tr>
<tr>
<td>Mobilization &amp; Site Prep</td>
<td>Tue 7/13/21</td>
<td>Thu 7/19/21</td>
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<tr>
<td>Crew Move</td>
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<td>Thu 7/19/21</td>
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<tr>
<td>Equipment Move &amp; Site Prep</td>
<td>Thu 7/15/21</td>
<td>Sun 7/25/21</td>
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<td>Place Silt Curtain</td>
<td>Sun 7/18/21</td>
<td>Mon 7/19/21</td>
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<tr>
<td>Aquadam</td>
<td>Mon 8/23/21</td>
<td>Mon 10/4/21</td>
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<tr>
<td>Aquadam Transport [CA to Nome]</td>
<td>Mon 8/23/21</td>
<td>Wed 9/5/21</td>
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<td>Mon 9/10/21</td>
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<td>Sat 9/18/21</td>
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<td>Remove Aquadam &amp; Supersacks</td>
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<td>Mon 10/4/21</td>
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<td>Thu 7/22/21</td>
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<tr>
<td>Remove Sleepers / Beams</td>
<td>Sat 7/24/21</td>
<td>Thu 7/27/21</td>
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</tr>
<tr>
<td>Excavate Filter Rock / Soil</td>
<td>Sun 9/10/21</td>
<td>Wed 9/22/21</td>
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<tr>
<td>Stone Salvaged Materials / haul Rubbish</td>
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<td>Material Receiving / Staging</td>
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<td>Wed 10/6/21</td>
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<td>Mon 9/20/21</td>
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<td>Place, Grade, and Compact Shot Rock</td>
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<tr>
<td>Place Reused Riprap and Cobbles</td>
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<td>Wed 10/6/21</td>
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<tr>
<td>Construct Ramp</td>
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<td>Sun 10/17/21</td>
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<td>Spiex/Set GLB Timbers</td>
<td>Wed 9/22/21</td>
<td>Thu 9/30/21</td>
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<tr>
<td>Set Precast Concrete Panels &amp; Attach to GLBs</td>
<td>Fri 9/24/21</td>
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<tr>
<td>Pour Flowable Concrete Fill</td>
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<td>Fall Derobe</td>
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<td>Fall Site Clean-Up</td>
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<td>Mon 10/21/21</td>
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<tr>
<td>Fall Demobilization</td>
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<td>Mon 10/25/21</td>
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<td>Spring Work Items</td>
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<td>Complete Ballard Installation</td>
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<td>Haul Remaining Demo Steel Beams</td>
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<td>Repair 12x12 Bull Rail</td>
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<td>Address Lifted Panels</td>
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<tr>
<td>Install Signage</td>
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<tr>
<td>Substantial Completion</td>
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<td>Final Walkthrough</td>
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<td>Substantial Completion</td>
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<td>Albuilt Survey</td>
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<td>Revise Documentation - Project Acceptance</td>
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<td>Spring Demobilization</td>
<td>Mon 5/16/22</td>
<td>Tue 5/17/22</td>
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## Nome Launch Ramp Substantial Completion Checklist

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<th>Task</th>
<th>Completed By (STG)</th>
<th>Date Completed</th>
<th>Approved By (Owner)</th>
<th>Signature</th>
<th>Date</th>
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<tr>
<td>1. Complete and submit final as-built survey.</td>
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<tr>
<td>2. Complete and submit as-built drawings.</td>
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<td>3. Address the 3 ea. identified lifted panels.</td>
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<td>4. Complete bollard reconstruction.</td>
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<td>5. Install final signage.</td>
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<tr>
<td>6. Replace damaged section of high ramp 12x12 timber bull rail.</td>
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<tr>
<td>7. Submit any missing fill gradation reports.</td>
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<tr>
<td>8. Finish consolidating salvaged steel beams at monofill.</td>
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<tr>
<td>9. Complete Final Sweep and Removal of Underwater Construction Debris</td>
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</tbody>
</table>
December 09, 2021

Dear Joy,

We (STG, Inc.) are writing this letter to recognize the extraordinary efforts from Lucas and Chris in support of the Inner Harbor Launch Ramp project this summer/fall.

Lucas and Chris were onsite and involved in the project daily, providing a communication conduit between the harbor/high ramp users and STG to ease operations for all parties. They made themselves available at all hours of the day, night, and weekends to answer questions or come to the site and provide support; even when STG was running 24-hr operations. They also provided critical input to the project team to ensure the ramp users' best interests were foremost in decision making.

We would like to thank Lucas and Chris for going well above and beyond the normal call-of-duty to bring the ramp to usable completion this season, and maintaining the utmost professionalism even during difficult high-pressure stages. Thank Gents, couldn't have done it without you!

Sincerely,

Collin Pennington
Project Manager

Kevin Gill
Project Superintendent