

**City Manager**  
Glenn Steckman

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



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

102 Division St. • P.O. Box 281  
Nome, Alaska 99762  
**(907) 443-6619**  
Fax (907) 443-5473

**NOME PORT COMMISSION  
WORK SESSION & REGULAR MEETING AGENDA  
THURSDAY, APRIL 21, 2022 @ 5:30/6:30 PM  
COUNCIL CHAMBERS IN CITY HALL**

**WORK SESSION – 5:30PM:**

- Nome Arctic Deep Draft Port – PND Fender Alternatives Memo
- Brief Video Clip of Phase 1 (Work in Progress)

**REGULAR MEETING – 6:30PM:**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 22-03-17 Regular Meeting
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
  - 22-03-17 Big Port Projects Face Critical Deadlines – Alaska Economic Report
  - 22-04-05 City Support Letter to USDOT on MARAD Route Designation Request – Nome
  - 22-04-11 Despite war, U.S. & Russia continue Bering Strait cooperation – Arctic Today
  - 22-04-14 Luxury Arctic cruises take hit from Russia invading Ukraine – Arctic Today
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
  - 2022 Maintenance, Repairs & Planning
    - 2022 Cruise Vessel Update and Schedule
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - 22-04-18 Port Director/Projects Status Report
    - USDOT National Highway System – Applicants ineligible without road/rail
    - Port Projects, Cost-Share Sources & Grant Funding Matrix
- IX. OLD BUSINESS**
  - None
- X. NEW BUSINESS**
  - Nome Arctic Deep Draft Port – PND Fender Alternatives Memo
    - PND Port Expansion – Video Clip of Phase 1 (Work in Progress)
- XI. CITIZEN’S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - MAY 19, 2022 – 5:30pm
- XIV. ADJOURNMENT**

# MEMORANDUM

To: Joy Baker \ Lucas Stotts

Date: 4/15/2022

Cc:

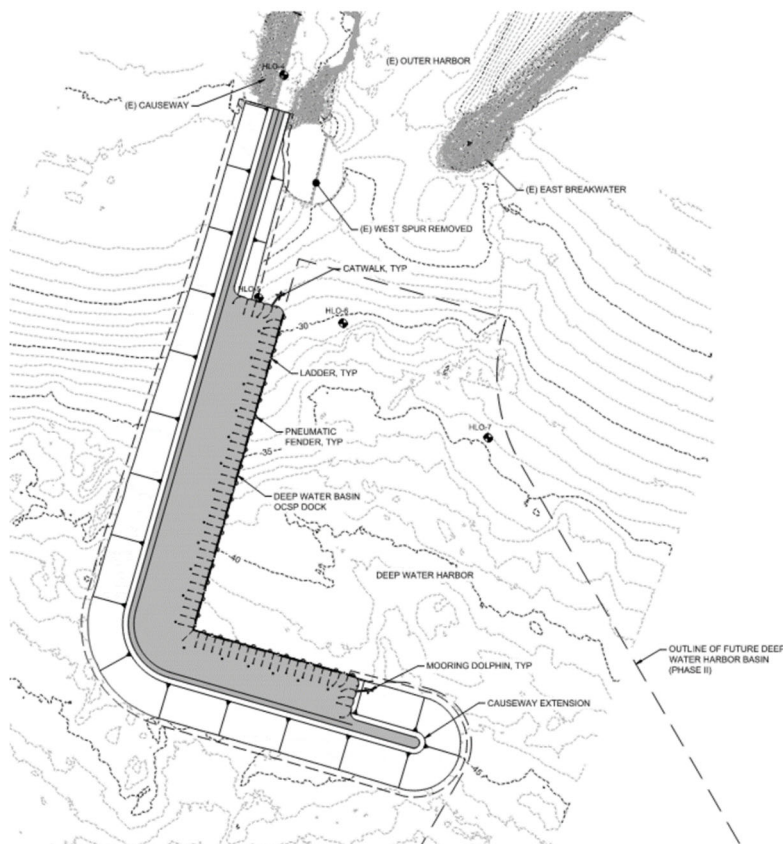
From: Bryan Hudson, P.E. S.E. and Doug Kenley, P.E.

Subject: Nome Arctic Deep Draft Port - Fender Alternatives

The Nome Causeway Extension project is currently progressing toward the 65% design level. At this stage the City and Port of Nome (City) has requested a concept review of alternative fender options that could be used on the new dock structure. This memo will outline four (4) alternatives for consideration by the City and review by the United States Army Corp of Engineers (USACE).

## **Project Description:**

The project consists of an extension of the existing Nome Causeway by approximately 3,400 feet. The existing roadway will be extended the length of the new causeway and a new 2,000-foot-long L shaped sheet pile dock will be constructed as shown below in Figure 1. The new dock will incorporate fenders to accommodate berthing of numerous vessels.



*Figure 1: Proposed Nome Causeway Extension and Dock*

**Design Criteria:**

The new facility design criteria for berthing parameters and vessels are established in the current version of the project Design Criteria Rev 01. Additionally, all permanent (non-removable) fender systems must be adequate to accommodate seasonal ice loading, which is also in the project Design Criteria. Both ice criteria and design vessels are outlined below;

A) ICE LOADS

- 1) 3' thick w/ 43 ksf crushing strength
- 2) 4.5' thick w/ 24 ksf crushing strength
  - i. For example, up to 1,200,000 pounds of force for both cases on a 48"Ø pile

B) BERTHING PARAMETERS & DESIGN VESSELS\*

*Table 1 Vessels (Representative of Class)*

Design Vessel	Berthing Energy (ft-lbs)
Cruise Vessel (Crystal Serenity)	275,000
Fuel Tanker (Spirit)	255,000
Freight Barge	218,000
Icebreaker Class (Healy/New Icebreaker)	187,000
Research Vessels (Sikuliq)	116,000

\* See the current Design Criteria for additional berthing parameters and vessel details (dimensions, tonnage, and berth velocity) excluded from the above outline.

Permanent/non-removable fenders are susceptible to ice forces that are up to 2 or 3 times larger than a design vessel berthing load. This requires permanent fender systems to be incredibly strong and durable during the winters, while keeping vessel hull pressures relatively low for the rest of the year. Furthermore, the long-term performance of the fender must be considered when subjected to ice flow impacts. If not properly braced, the repeated compression and decompression of fender components during winter seasons will reduce the overall performance rating of the energy absorber. Permanent fender options become much more costly and risky because of the reasons described above. Removable fenders are recommended in harsh ice conditions to limit unforeseen difficulties.

**Alternatives:**

This section provides a brief description of each alternative considered. A comparison of various aspects for all options is given in Table 2 at the end of this memo, along with Rough-Order-of-Magnitude (ROM) construction cost estimates for each.

**1. Removable Foam Filled Fenders (35% Design):**

Alternative No. 1 (same as 35% design) consists of removable foam filled fenders at every other OPEN CELL SHEET PILE™ (OCSP™) cell apex. This fender design is most applicable to dock locations, specifically in the arctic, that have large seasonal ice floe events. Foam filled fenders can be sized to accommodate the largest berthing energies while also accommodating smaller berthing energies with reaction forces that gradually increase with fender compression. For this dock's extreme ice floe environment, the foam filled fenders can be removed seasonally to prevent damage from ice impact.

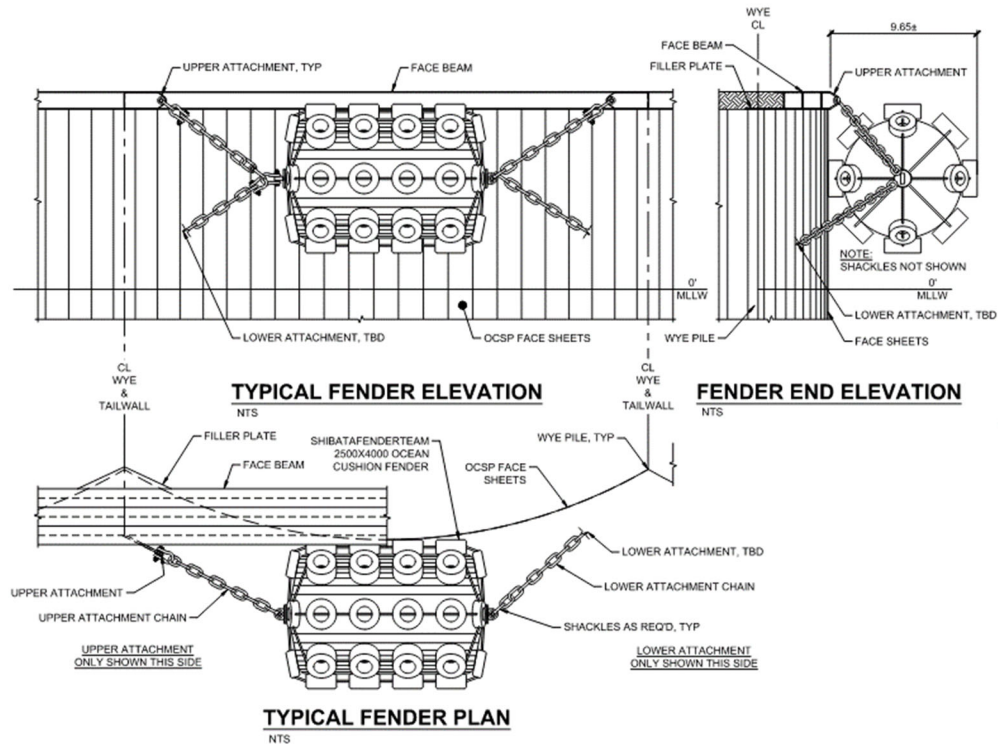


Figure 1: Removable Foam Filled Fender – Plan and Elevation Views

## 2. Permanent Fender Panels:

Alternate No. 2 consists of permanent fender panels supported by two (2) pin piles, with a cylindrical energy absorber at the top, located at every other OCSP™ cell apex. This fender design incorporates “large” pin piles filled with concrete and robust walers behind the facing to resist seasonal ice impact. The top of the fender panel would be braced seasonally with steel pipe struts to mitigate damage to the fender components. Cylindrical energy absorbers and fender panels can be sized to accommodate the largest berthing energies while also accommodating smaller berthing energies with reaction forces that gradually increase with fender compression. For this dock’s extreme ice floe environment, damage from ice impact can be predominantly mitigated.

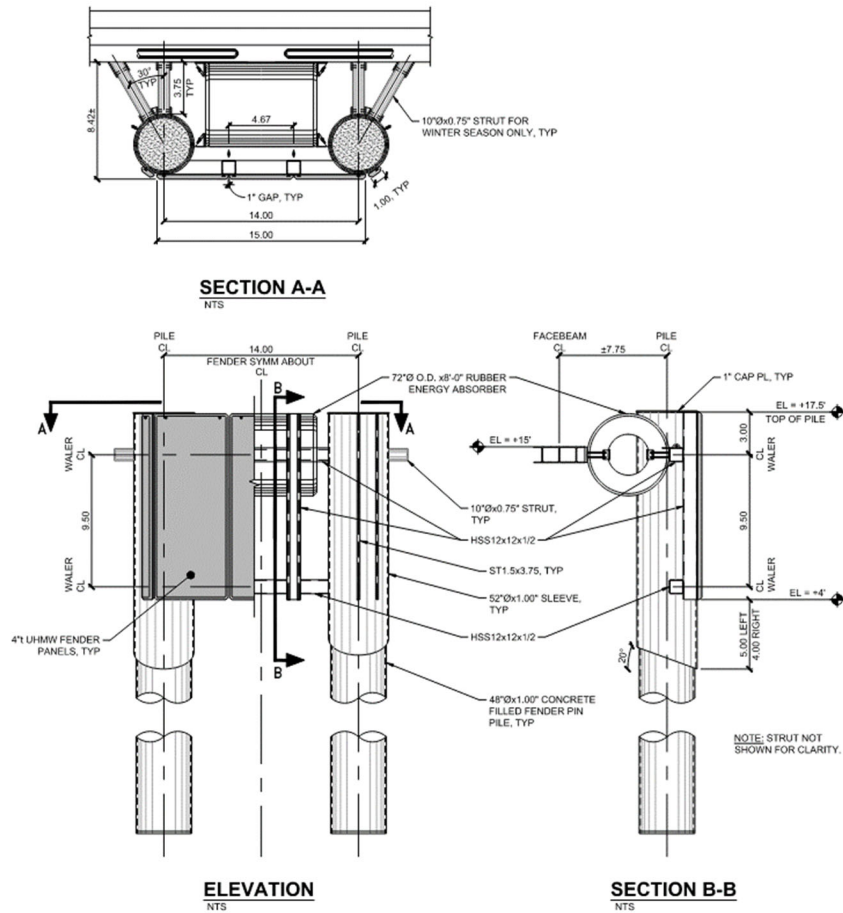


Figure 2: Permanent Fender Panels – Plan and Elevation Views

### 3. Hinged Tilt-up Fenders:

Alternate No. 3 consists of permanently attached fender components via a hinge and a cone energy absorber with a steel fender panel, located at every other OCSP™ cell apex. The fender panel hinge allows the system to be rotated seasonally to the top of the dock and removed if required, preventing damage to the cone energy absorber and steel fender panel. Cone energy absorbers and fender panels can be sized to accommodate the largest berthing energies while also accommodating most smaller berthing energies. Reaction forces increase faster with fender compression, as compared to foam filled fender and cylindrical fenders; however, they are still widely used around the world and considered to have a good energy absorption to reaction force ratio. For this dock's extreme ice floe environment, damage from ice impact can be predominantly mitigated.

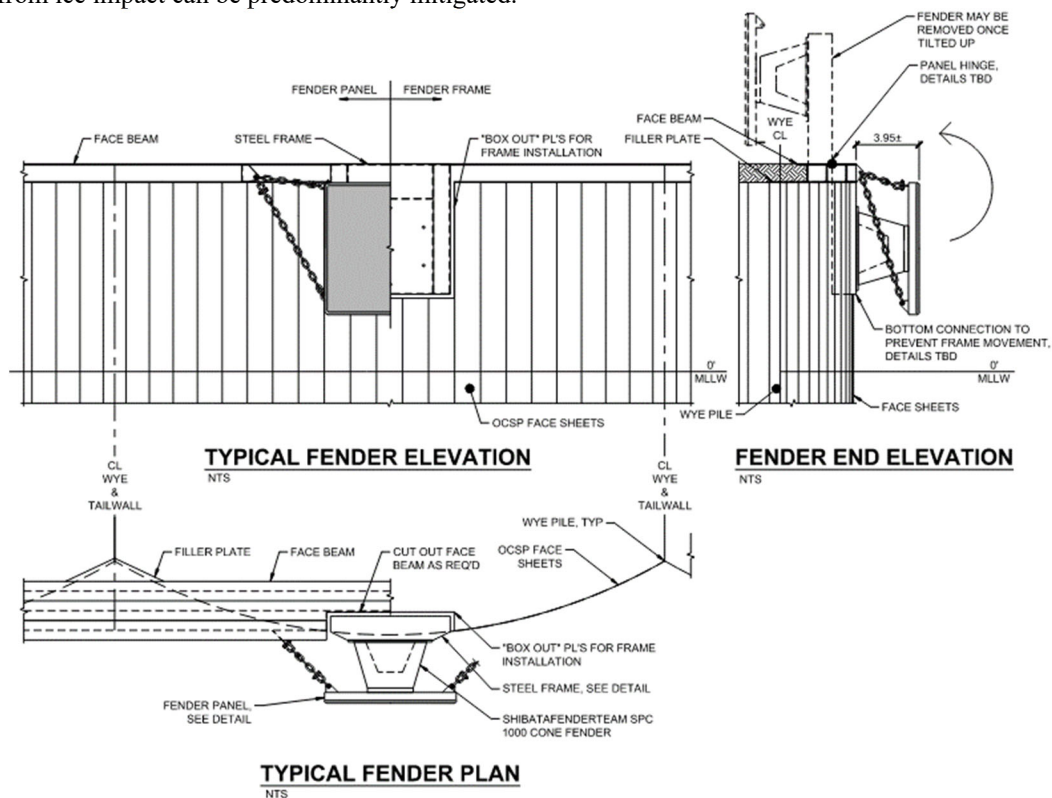


Figure 3: Hinged Tilt-up Fender – Plan and Elevation Views



#### 4. Permanent Pile Fenders with Removable Foam Filled Fenders:

Alternative No. 4 would include components similar to the pile fenders at the existing Middle Dock (in the existing basin) and foam filled fenders in Alternative No.1. The permanent pile fenders would be attached to concrete filled piles located under the face beam at every OCSP™ wye. Additionally, twelve (12) removable foam filled fenders would be installed or seasonally removed, as required, at various OCSP™ cell apexes. This combination of fender designs would best fit the variety of vessel sizes and types, while also accommodating large seasonal ice floe events and minimizing maintenance. The permanent pile fenders and piles would resist seasonal ice impact and the foam filled fenders could be removed seasonally to avoid ice impact. As larger vessels call port during the ice free season, the foam filled fenders would be installed at all necessary locations. The foam filled fenders can be sized to accommodate the largest berthing energies while also accommodating smaller berthing energies with reaction forces that gradually increase with fender compression. Smaller vessels could use the permanent pile fenders along the entire dock face, which can accommodate vessels up to 4,500 short tons. As mentioned above, for this dock's extreme ice floe environment, the foam filled fenders can be removed seasonally to prevent damage from ice impact and the permanent pile fenders can predominantly mitigate damage from ice impact.

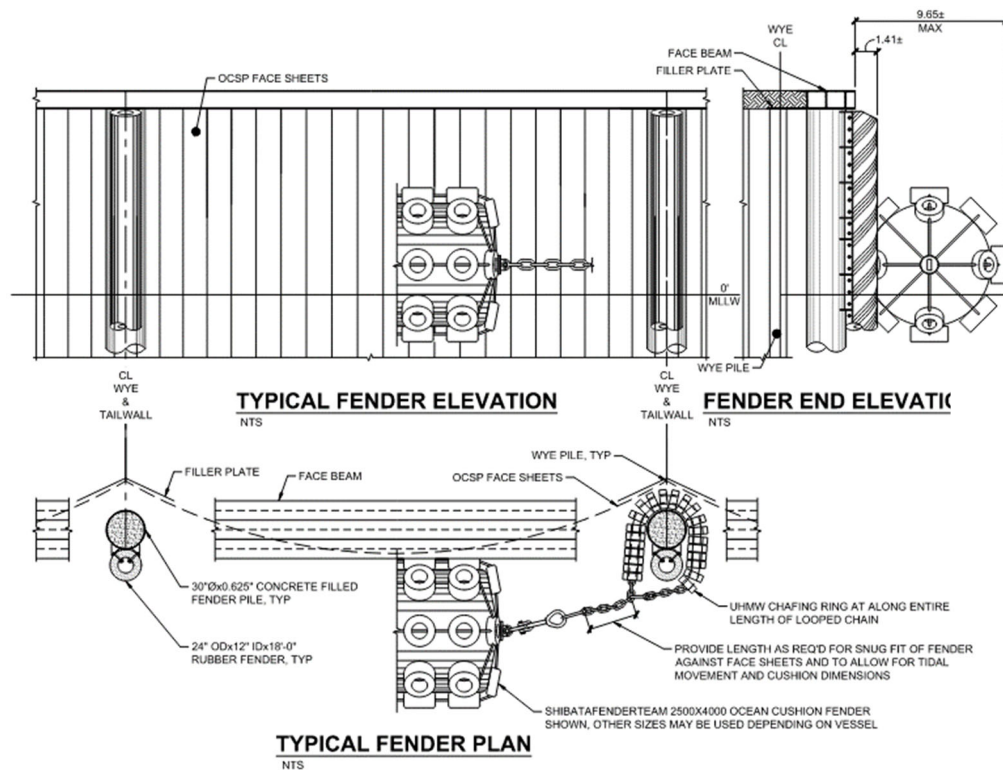


Figure 4: Permanent Pile Fenders with Removable Foam Filled Fenders – Plan and Elevation Views

Table 2 Fender Alternatives Comparison Table

	Alt. 1 – Removable Foam Filled Fenders (35% Design)	Alt. 2 – Permanent Fender Panels	Alt. 3 – Hinged Tilt-up Fenders	Alt. 4 – Permanent Pile Fenders w/ Removable Foam Filled Fenders
Energy Absorber (Type & Size)	2500 x 4000 Ocean Cushion Foam Filled Fender Quantity: 29 ea	72”Ø x 8’-0” long Cylinder Fender (w/Fender Panel and Two (2) Pin Piles) Quantity: 29 ea	SPC 1000 Fender (w/Fender Panel and Hinged Frame) Quantity: 29 ea.	24”Ø x 18’-0” long Cylinder Pile Fender (on Single Piles) Quantity: 59 ea  Ocean Cushion Foam Filled Fender (Various sizes may be provided for certain vessel ranges) Quantity: 12 ea
Vessel Size Range	Would accommodate all berthing energies derived from the project Design Criteria (up to 68,000 ST).	Would accommodate all berthing energies derived from the project Design Criteria (up to 68,000 ST).	Would accommodate all berthing energies derived from the project Design Criteria (up to 68,000 ST).	Pile Fenders would accommodate vessels up to 4,500 ST. Foam Filled Fenders would accommodate all berthing energies derived from the project Design Criteria (up to 68,000 ST).
Vessel Contact Surface & Hull Pressure	Rubber Tire contact surface = “Low” hull pressures	UHMW contact surface = “Low” hull pressures	UHMW contact surface = “Low” hull pressures	▪Rubber contact surface (pile fenders) = “high” hull pressures ▪Rubber Tire contact surface (foam filled fenders) = “Low” hull pressures
Summer Storm Susceptibility	Moderate, chains and padeyes may see damage	Minimal, none expected	Moderate, chains and padeyes may see damage	Moderate, chains and padeyes may see damage
Usability & Versatility	Accommodates all berthing vessels  Large dock offset, creating difficulty for some offload operations, specifically with smaller vessels ▪ 9’± offset from dock face to fender face	Accommodates all berthing vessels  Large dock offset, creating difficulty for some offload operations, specifically with smaller vessels ▪ 8.5’± offset from dock face to fender face	Accommodates all berthing vessels  Moderate dock offset, potential difficulty for some offload operations, specifically with smaller vessels ▪ 4’± offset from dock face to fender face	Provides the most versatility and accommodates all berthing vessels with adjustment of the foam filled fenders  Small dock offset, allowing practical offload operations, specifically with smaller vessels ▪ 1.5’± offset from dock face to pile fender face ▪ ≤ 9’± offset from dock face to foam filled fender face
Components satisfy “Buy America”?	Yes	No, 72” Ø cylindrical fender not available in the U.S.A.	No, SPC 1000 fender is not available in the U.S.A.	Yes
Annual Maintenance	Requires annual installation and removal of fenders	Requires annual installation and removal of fender struts	Requires annual tilting of fenders up and down. Includes removal and installation of bracing when tilted up, and bottom attachments when tilted down	Minimizes amount of annual installation and removal of fenders
Long Term Maintenance	Minimal, none expected	Minimal, none expected	Moderate to high maintenance expected, due to the moving parts, clearance tolerances, and exposed attachment points.	Minimal, none expected
Repair/Replacement	Relatively easy to remove/replace or repair components	Difficult to remove, moderate difficulty when repairing components	Relatively easy to remove/replace or repair components	Relatively easy to remove/replace or repair components
Construction	Minimizes field installed components. At each fender location, two (2) ice resistant padeyes for the lower chain attachments will be field installed at the sheet pile face.	Requires additional pile driving and concrete placement with two (2) pin pile at each fender location. 58 piles total	Requires field installed “box out” plates and a hinge at each fender location that must provide adequate clearance for the fabricated steel fender frame.	Requires additional pile driving concrete placement with one (1) fender pile at each wye location. 59 piles total
Existing Facilities Comparison	All berthing capacities exceed existing facilities	All berthing capacities exceed existing facilities	All berthing capacities exceed existing facilities	Matches berthing capacities at existing facilities and exceeds berthing capacities at existing facilities with the foam filled fender configuration
Prior Use	Has been used successfully in other arctic environments with large ice floes	Permanent pin pile supported fender panels have not been used in arctic environments before. Although ice resistant piles are used, there is still some risk with unforeseen conflicts effecting design and construction	Hinged tilt-up fenders have never been used before. There is inherent risk with unforeseen conflicts effecting design and construction	Has been used successfully in other arctic environments with large ice floes
ROM Costs	\$2,826,000 (excludes life cycle maintenance costs)	\$13,530,000 (excludes life cycle maintenance costs)	\$3,300,000 (excludes life cycle maintenance costs)	\$5,025,000 (excludes life cycle maintenance costs)
Engineer Rank (Function, Risk, etc.)	2 – Moderate functionality with low risk related to ice damage and construction. Moderate maintenance needs.	3 – Moderate functionality with moderate risk related to ice damage. Low construction risk and minimal maintenance needs.	4 – Moderate functionality with high risk related to ice or impact damage. Moderate to high construction risk and moderate to high maintenance needs.	1 – Highly functional with low risk related to ice damage, construction, and minimal maintenance needs.



**City Manager**  
Glenn Steckman

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



102 Division St. • P.O. Box 281  
Nome, Alaska 99762  
(907) 443-6619  
Fax (907) 443-5473

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

**NOME PORT COMMISSION  
REGULAR MEETING MINUTES  
MARCH 17th, 2022 @ 5:30 PM  
PUBLIC SAFETY BUILDING CONFERENCE ROOM**

The Regular Meeting of the Nome Port Commission was called to order at 5:31 pm by Chairman West at the Public Safety Building Conference Room.

**ROLL CALL**

Members Present: Smithhisler; Lean; West; McCann; Rowe (Zoom); Sheffield;

Absent: McLarty

Also Present: Joy Baker, Port Director (Zoom)

In the audience:

**APPROVAL OF AGENDA**

Chairman West asked for a motion to approve the agenda:

Motion to approve made by Smithhisler, seconded by McCann.

At the Roll Call:

Ayes: Lean; West; McCann; Rowe; Sheffield; Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

**APPROVAL OF MINUTES**

Feb 8th, 2022 and Motion made by Lean, seconded by Sheffield to approve minutes;  
Feb 17<sup>th</sup>, 2022  
Regular Meeting's

Discussion:

- Commissioner Sheffield commented that the Feb 8<sup>th</sup>, 2022 PC minutes needed to have a few missing sections added to her comments stating that;
  - She had asked for a meeting with the City Council and Port Commission to discuss the current status of funding and potential avenues for funding the Port expansion.
  - She had asked for CM Steckman to clarify how the City Code differs from Roberts Rules, if in fact they do at times.

Motion was amended by Lean, seconded by Sheffield to approve Feb 17<sup>th</sup> minutes as presented, and Feb 8<sup>th</sup> minutes with recommended changes;

At the Roll Call

Ayes: West; McCann; Rowe; Sheffield; Smithhisler; Lean

Nays:

Abstain:

The motion **CARRIED.**

#### **CITIZENS' COMMENTS**

- None

#### **COMMUNICATIONS**

- 22-02-21 Letter to Mayor from Quintillion – Port Expansion Communications
- 22-02-25 USCG to PON – Part 154 Applicability Letter
- 22-03-07 U.S. Cites Graphite One as Largest Deposit in Nation – Digital Journal
- 22-03-10 Travel industry figures bullish on return for 2022 Alaska season – KRBD

#### **Discussion:**

- McCann commented on the Travel industry figures piece and that the Alaska travel industry has been seeing cruise cancellations due to the Russian / Ukraine conflict, and that more cancellations may be expected.

#### **COMMISSIONER'S UPDATES**

- none

#### **HARBORMASTER'S REPORT**

- HM Stotts provided a brief overview of daily projects and goals to be obtained prior to the start of the season;
  - FY2023 budgeting, identifying maintenance/repair, obtaining quotes and preparing orders for 2022 seasonal needs
  - Planning for 2022 staff positions; waiting for approval of new position to list full-time Office position, to advertise with the Harbormaster Assistant and Dock Watch positions.
  - 2022 cruise ship schedule is still fluctuating, with several ship cancellations due to uncertainty and difficulty obtaining permits. We currently have about half of what was originally scheduled.
  - Working on solution to replace broken fixtures from High Mast Lights on the Causeway. Have received a new test light unit to determine wind tolerance, before ordering 2-5 more.
  - ARCTIC EAGLE 2022 – HM Stotts served as Incident Commander for the 81<sup>st</sup> and 95<sup>th</sup> teams conducting realistic hazard response supporting DSCA operations within the port facility. Tested for chemical and biological agents as well as other life threatening substances.

#### **PORT DIRECTOR'S REPORT**

PD Baker provided an overview of the following;

- 22-03-14 Port Director/Project Status Report
  - PD Baker and Mayor Handeland testified at a House Finance Committee Hearing on 11 Mar 2022, in support of cost-share match funding being requested from the Alaska Legislature.
    - PD Baker walked through the presentation that was given to Committee members.
    - PD Baker also played a video clip that was shown at the hearing that highlighted the importance of the project, and the Bering Strait region.

## OLD BUSINESS

- Port Expansion Road Surfacing – Asphalt

### Discussion:

- Group discussion reviewed elements of the most recent work session on this issue, reiterating a consensus on asphalt being the most attractive option for the expansion road and dock surfacing:
  - Asphalt should be used on the entire new road to prevent tracking too much mud onto the new dock sections.
  - Port should investigate costs to lay asphalt on the existing Causeway road surface to the Causeway Bridge to reduce dust and carryover mud onto the existing and new docks.
  - Based on PND recommendations, it was agreed a 12 inch or greater thickness of asphalt would be the best to minimize impacts of damage from water and heavy use.
  - Concrete panels along dock edge were mentioned, but determined thicker asphalt would be most efficient and preferred method.
  - Elements of the asphalt grade and mix design of asphalt should be requested from PND to ensure it is a heavy grade product with proper mixture.
  - Weights of tractor/trailers loaded with containers may damage asphalt surfacing; ask PND if adding thickness to asphalt would suffice or if concrete staging pads will be necessary.
  - Lean noted that asphalt life is highly dependent on maintenance and upkeep, patching holes and cracks to prevent further damages.
  - Smithhisler added an idea to mill off 2 inches of asphalt after 2 years, and repave the surface as a maintenance plan.

### Motion:

The following motion was made by Chairman West and seconded by Commissioner Sheffield:

Recommending the City advise PND to use a 12 inch (or thicker) layer of asphalt for surfacing the new road and docks within Phase 1 of the Port expansion.

At the Roll Call:

Ayes: McCann; Rowe; Sheffield; McLarty; Smithhisler; Lean; West

Nays:

Abstain:

The motion **CARRIED**.

## NEW BUSINESS

- USDOT RAISE Grant Applications
  - Port Expansion Planning Grant (to design phases 2 and 3 of expansion.)
  - Remaining Thornbush Development (complete remaining 10 acres of 18-acre pad)

### Discussion:

- PD Baker stated USDOT RAISE grant applications are due April 15<sup>th</sup>, and are being submitted as one planning grant, and once design/bid/construct grant. Support from the City/Port bodies is looked at closely by the reviewers, therefore she is asking the Commission for written support of both apps.
- There are several other USDOT grants in the near future, specifically, PIDP, INFRA, MEGA and RURAL. Each of these will be evaluated for alignment with existing projects.
- Sheffield asked if the City has a dollar limit for any grant match.
  - PD Baker replied that the administration is mindful of the grants applied for, and if selected for an award, must make an official funding commitment at that time. Considering the competitive nature of these programs, it is common to apply for several, while keeping the proposed match amounts in mind overall.

**Motion:**

The following motion was made by Commissioner Lean and seconded by Commissioner Smithhisler:

Recommend the Common Council authorize making application to the 2022 USDOT RAISE Grant Program for funds to complete development of the remaining 9-acres at the Thornbush laydown site; and to complete engineering and design of the local service facilities, as part of the Army Corps' Arctic Deep Draft Port Project construction.

At the Roll Call:

Ayes: McCann; Rowe; Sheffield; McLarty; Smithhisler; Lean; West

Nays:

Abstain:

The motion **CARRIED**.

**CITIZENS' COMMENTS**

None.

**COMMISSIONER'S COMMENTS**

- Sheffield commented that we have lost 30% of the sea ice since Feb 17<sup>th</sup>, so those who think the ice this year was in a good position and stable, she understands we are below the median and have so much open water, that this spring will not be like a lot of people thought it would be.
- Smithhisler- none
- Rowe – none
- McCann commented that it was a great Iditarod showing and he has been talking with a lot of people with questions and comments on the new port expansion. Most very excited. Also commented that he has resigned from the Nome Visitors Center and took a position as a lending manager for Northrim bank in Nome.
- Lean commented that the Arctic Eagle exercise was an excellent PR move for the City and got some DOD view time and respect. It was commented to him that many participants of the drill came away with appositve impression of Nome and our people.
- West commented that it is nice to see people out and about. Their dollar turns 3 or 4 times and helps the local economy.

**ADJOURNMENT**

Motion was made by for adjournment at 7:00pm.

**APPROVED** and **SIGNED** this 21<sup>st</sup> day of April 2022.

---

**Jim West, Chairman**

**ATTEST:**

---

**Joy Baker, Port Director**

# Alaska Economic Report

*Tracking resource, business, industry  
& construction issues since 1974*

Publishers: Mike & Tim Bradner (907) 440-6068  
3037 South Circle, Anchorage, Ak. - 99507

March 17, 2022

No. 4/2022

## **Funds must be ID'd for Nome, Anchorage projects**

### **Big port projects face critical deadlines**

Big port projects in Nome and Anchorage are facing critical deadlines on funding, local officials told legislators last week in briefings. In Nome, the U.S. Army Corps of Engineers has approved \$250 million for phase one of a major port expansion, but \$83 million in local matching funds (which must come from the state) must be in hand by November, when the corps wants to put the project to bid, or the money will go down the corps' list to another project out of state. An additional \$92 million from other sources for local build-out of support facilities must also be identified. Nome's port is now constrained by vessel draft limitations and cannot accommodate larger vessels like the new Coast Guard cutters, icebreakers or U.S. Navy vessels.

The strategic importance of Nome's port has ratcheted up since Russia's invasion of Ukraine and the likely onset of a new cold war. The ability to refuel, resupply and maintain vessels operating in the region and the Arctic is now a defense priority. Still, getting the match money available is important for the November bid date. The project schedule calls for completion and partial operation in 2025 and full operation in 2026. Anchorage's Port of Alaska faces similar problems.

– Continued on page 8

#### **In this Issue:**

- |                   |       |
|-------------------|-------|
| • Railbelt energy | Pg. 2 |
| • Alaska lands    | Pg. 3 |
| • Oil income      | Pg. 4 |
| • New zinc find   | Pg. 7 |

### **Low apprenticeship applications will aggravate labor shortage**

Skilled labor shortages are being felt through the state's craft unions, the backbone of Alaska's construction industry. With hundreds of millions of dollars of new federal funding for infrastructure projects due in this year, it has become a serious concern. If workers aren't available locally the only recourse for employers is to bid up wages to attract labor from the Lower 48, which will raise project

costs on top of inflation currently in the economy. The logical response is to "grow our own," and employers, organized labor and state officials are accelerating training and apprenticeship programs to bring more young people into the workforce. The aging of skilled workers and retirements is a complicating factor.

– Continued on page

## **Energy:**

### **New power for “railbelt” grid**

The Alaska Energy Authority has asked the Legislature for \$2.5 million in a capital budget request to advance its feasibility study for transmission system upgrades and the next expansion of the Bradley Lake Hydroelectric Project near Homer. This is the Dixon Diversion project, which comprises two options, both currently being evaluated. The preliminary cost estimates indicate the project could cost up to \$500 million depending on the alternative selected. The first Bradley expansion, a \$47 million Battle Creek diversion, is now complete. Dixon Diversion is five miles southwest of Bradley Lake. Bradley Lake serves more than 50,000 Alaskans on the Railbelt. It generates the energy consumption equivalent of 54,000 homes annually. The Dixon Diversion project could generate the energy equivalent of electricity for an additional 17,000 to 40,000 homes.

AEA told legislators that an expansion will require upgrades of transmission lines to carry additional power north. Some good news is that Bradley Lake’s construction bonds were paid off last year and regional utilities are still contracted to purchase power for another 20 years. That will make \$12.5 million a year available for transmission line upgrades and other potential projects.

#### **AEA: These transmission upgrades needed**

- Second 115 kV line from Bradley to Soldotna, at \$66 million
- Upgrade Soldotna to Sterling line, from 115 kV to 230 kV, at \$17 million
- Upgrade Sterling to Quartz Creek line, from 115 kV to 230 kV, at \$53 million
- Upgrade battery storage in Fairbanks and Anchorage-Homer regions of the grid, at \$115 million

## **Workforce:**

### **Low apprentice enrollment**

*– Continued from bottom, page 1*

A panel of craft union representatives told a state legislative committee that while the cyclical nature of construction has always been a barrier in attracting and retaining apprentices, the problem has been exacerbated in recent years by the 2016-2019 economic recession. There was a spate of military construction in the Interior but the slow pace of new private projects has caused an attrition, with many union members leaving Alaska. Because of lack of work Plumbers and Steamfitters Local 367 has seen its highest dropout rate yet for apprentices who are midway through their five-year programs. The trend is now reversed: Local 367 said they have 57 apprentices currently against 75 in a normal year. More disturbing, there are only 24 applicants for its current apprenticeship opening compared with 200 in 2010. *Carpenters are forecasting a need for 200 additional journeyman carpenters this summer.*

An area of concern is in rural Alaska where a great deal of work is seen in the next five to 10 years. Much of this will be in village safe water and power plant projects, but in Bethel a new hotel is also planned. Local 367 hopes to recruit 10 to 20 new apprentices in Bethel and is planning a regional plumbers and pipefitters training center there. *Carpenters are also concerned: Local 1281 told the Legislature that about 200 additional journeymen carpenters are needed this summer to handle work that is known, and this is before any of the federal money hits the street.*

One proposal to boost apprenticeships is for the Legislature set a minimum of apprentices hired in new construction under the federal infrastructure bill. The suggestion is 10 percent of hours worked per craft to be done by apprentices.

\*\*\*



## **Land policy:**

### **What does President Biden’s “30-by-30” policy really mean?**

It isn’t clear yet just what President Biden’s new initiative to preserve 30 percent of the nation’s lands and 30 percent of its waters in a natural state (the “30x30” plan) really means for Alaska. The policy was announced last January just after Biden took office. It has now been rebranded as “America the Beautiful.” Among unanswered questions: Alaska already has 40 percent of its land protected in federal conservation units, so does the new policy require additions to that (for example reclassifying multiple-use Bureau of Land Management lands) and adding new restrictions on offshore waters already subject to species-specific protections. Changing these would require changes by Congress to foundational federal laws like the Alaska National Interest Lands and Conservation Act (for lands) and the Magnuson Stevens Act for offshore waters. Those things just aren’t going to happen, so what we really have is a vague goal of the President that provides a framework for federal agencies to take actions to overlay existing protections and add more. The recent decision by the U.S. Interior Department to delay and review environmental work on the 211-mile Ambler Access Project, an industrial road, is cited as an example of agency actions under the new framework,

#### **Resource Development Council hosts briefing session on the issue**

Alaska’s Resource Development Council, the Anchorage-based development advocacy group, devoted its March 3 breakfast forum to a panel speaking to this issue. While the makeup of the panel (state officials and industry) meant that only one perspective was offered, some interesting information did come out. State resources Commissioner Corri Feige said 145 million acres of Alaska is already in national parks, refuges and other federal land units (40 percent of the state), which means Alaska has already contributed its “share” to a 30 percent goal, unless the aim is to have more acreage protected. (Feige quipped that the state should ask to “get some back.”) In addition, there are 28 million acres of U.S. Bureau of Land Management plans protected under Public Land Order, or PLO, withdrawals made in the 1970s which block entry or development. With 145 million acres already protected and another 28 million acres in de facto protection, the total is 173 million acres, almost half of Alaska’s total of 365 million acres. Commissioner Feige added that the state also has 3.5 million acres in legislatively-dedicated state parks as well as an additional 3.3 million acres in state wildlife refuges and other preserves, also legislatively-dedicated. While the state has been pushing, and has gone to court to have these PLOs lifted it is unlikely to happen under the Biden administration absent a court order.

*Lifting the PLO isn’t as simple as it seems. Tribal groups and some Alaska Native corporations are worried that a simple lifting of the PLOs would open the 28 million acres to filings of mining claims and other forms of entry, and rural communities are wary of this. The Interior Department has been engaged with tribal groups on this.*

# Business Intelligence

## Hospitals have outsized local impacts. Here is Mat-Su's contribution

Hospitals have huge economic impacts in communities where they operate. Here's a snapshot for Mat-Su Regional Medical Center near Palmer, from the hospital's 2020 community report (the 2021 report is still in preparation). Mat-Su employed 800 full-time staff and supported additional physicians and medical professionals who have independent practices. The hospital paid \$1.622 million in local property and sales taxes and invested \$3.68 million in local capital projects. There were \$7.57 million spent for local goods and services, \$136,400 in donations, and a whopping \$20.8 million in uncompensated and "charity" care for people unable to pay (hospitals cannot turn away people).

Mat-Su Regional is also recovering from the COVID-10 pandemic, at least so far until the next variant comes. Hospital surgeries (not pandemic related) have recovered from 2020 (the year of the greatest pandemic impacts) and are on par with 2019, the last pre-pandemic year. Emergency room visits have also recovered and are on par with 2019. Also, the hospital recruited 13 new medical providers to practice in the Mat-Su region. Even in 2020, the year the pandemic hit, 25 new providers were recruited. All of these were practitioners relocating from the Lower 48, not Anchorage or other regions of the state, so this represents net additions to Alaska's economy.

### **With higher oil prices, more money now expected for the state treasury**

The Department of Revenue released its spring revenue forecast, an update of the fall forecast issued earlier. The Legislature uses the spring forecast to plan budgets. Higher oil prices have sharply increased the amount of funds expected. Revenues are now estimated to be up \$1.2 billion in Fiscal Year 2022, the budget year now more than half over, and \$2.4 billion for FY 2023, the financial year beginning July 1. Legislators are already talking of a \$1,300 "energy" Permanent Fund Dividend to help people pay higher fuel costs. However, oil prices are volatile and are now declining, and some lawmakers express caution over plans to spend an apparent windfall. The Permanent Fund's contribution for budget support isn't expected to change, however. The Fund will pay \$3.4 billion to support the budget in FY 2023.

### **National Science Foundation close to approval for \$94.4 million for Seward marine upgrades**

The National Science Foundation is in the final stages of review for a \$94.4 million federal grant to the University of Alaska to build out infrastructure that would support the home-porting of the research vessel *Sikuliaq*. The project, if approved, would build new warehouses and shop facilities to support the vessel, which is owned by the National Oceanic and Atmospheric Administration and operated by the University of Alaska Fairbanks.

### **Anchorage voters' decisions on bonds will test local confidence in economy**

An Anchorage school district bond for \$120 million and an Anchorage municipal bond issue is on the spring local election ballot. Bond issue votes are typically a test of confidence in the local economy.

### **UA enrollment still down, but encouraging trends in spring 2022 applications, acceptances**

Overall enrollment is still down at the University of Alaska but there are encouraging trends seen in 2022. UA president Pat Pitney said new applications are up about 3 percent and admissions are up 1 percent, even as overall enrollment is down 6 percent. In a multi-year perspective, student enrollment is down 36 percent and the number of graduates is down 18.6 percent from fall 2013 to fall 2021. There are a lot of factors in the overall drop included eight years of budget reductions and losses of faculty and academic programs as well as residual effects of Gov. Mike Dunleavy's attempt at a 40 percent cut to the university budget in 2019 (Dunleavy later reduced the cut) but, more recently, the ending of the Higher Education Fund, which supported needs-based scholarships. Declines in statewide graduation rates are also a factor, Pitney told the legislators. *Pitney, by the way, was the acting UA president, but the Board of Regents has now made the appointment permanent.*

### **Anchorage average home price \$420,000 last year, up from \$394,000 in 2020**

Anchorage's average home price hit \$420,000 in 2021, up from \$394,000 in 2020, Anchorage Economic Development Corp, president Bill Popp reported at AEDC's annual economic forecast luncheon. A shortage of available housing stock and low interest rates have driven prices up. New home construction dropped 7 percent in 2021 compared with 2020.

President Biden signed the new 2022 Consolidated Appropriations Act into law March 15, which enacts

## *Bradners'* **Alaska Economic Report - Alaska oldest policy reports**

*.... Doing our job for 40 years*

*& Special Resources Supplement* - (907) 440-6068 fax: (907) 345-5683

3037 South Circle

Anchorage, Alaska 99507 ( ) Bill me ( ) By Credit Card (*see below*)  
( ) Check enclosed - in process

**Subscription** \$460/year *Alaska Economic Report  
& Resources Supplement*



Mike Bradner



Tim Bradner

Name \_\_\_\_\_ Position \_\_\_\_\_  
Company \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_ Fax \_\_\_\_\_  
City/State \_\_\_\_\_ Zip \_\_\_\_\_

**E-Mail**  
[timbradner@pobox.alaska.net](mailto:timbradner@pobox.alaska.net)

• **Credit card:** Type \_\_\_\_\_ No \_\_\_\_\_ Exp \_\_\_\_\_

## **Petroleum:**

### **88 Energy spuds Merlin 2 test**

Australian explorer 88 Energy has “spudded” or started its Merlin 2 test well in the southeast National Petroleum Reserve-Alaska. Drilling had reached the 2,000-ft. level March 16. The company plans to drill to 8,000 feet in the next two weeks to test three potential production zones in the Nanushuk formation, which has seen commercial discoveries farther north. Merlin 2 is a few miles east of Merlin 1, drilled last year, where oil was discovered in the same three Nanushuk zones targeted in Merlin 2. The well was not flow-tested due to seasonal constraints.

This is the second of two exploration wells underway this winter. The other is in Great Bear Petroleum’s program further east near the Dalton Highway. Great Bear has drilled its Talitha West test well and is now doing tests on Talitna-A drilled last year. Oil has been found in both wells but flow tests are not completed so whether the wells are commercial is unknown.

\*\*\*

### **Eni deadline in Beaufort test**

Eni US Operating has until April 2 to notify federal agencies on its plan to drill another exploration well into federal acreage north of Eni’s Nikaitchchuq field in shallow state Beaufort Sea waters. The planned well is a long extended-reach well similar to two other wells drilled by the company. If the drilling isn’t done the government may reclaim the federal leases.

\*\*\*

### **EPA fines Hilcorp for violations**

The U.S. Environmental Protection Agency fined Hilcorp Alaska \$180,000 over a number of violations at its North Slope and Cook Inlet facilities. Many of the violations were over failures to report and repair methane leaks from 2018 to 2020. Some Prudhoe Bay violations occurred when the field was still under BP’s ownership, however.

\*\*\*

### **Oil Search, Conoco in negotiations**

Oil Search and ConocoPhillips are in negotiations over use of roads and other infrastructure in the Kuparuk River and Alpine fields for the planned Pikka project on the North Slope. Problems in the discussions have been reported but State Resources Commissioner Corri Feige downplayed this, telling legislators that she expects a solution. Oil Search is now a subsidiary of Australian-owned Santos. Ltd. Madrid-based Repsol is a 49 percent minority owner in Pikka. Meanwhile, there are press reports in Australia that Santos may put its 51 percent share of Pikka up for sale. Oil Search and Repsol already have a plan to sell 30 percent of the project, or 15 percent for each company, to reduce risks.

\*\*\*

### **Coalbed methane in Mat-Su**

A small independent, Alaska Natural Gas Corp., plans to test coal bed methane prospects in the Susitna River valley west of Wasilla. The company plans to drill on exploration licenses issued by the state. The plan is to use new technologies that will not involve discharges of water to the surface, a problem that plagued an earlier coal bed methane initiative in 2003 by Colorado-based Evergreen Resources.

\*\*\*

## **Minerals:**

### **Expansion for Kensington gold mine**

The U.S. Forest Service approved an expansion of Coeur Alaska Inc.’s ore processing and waste storage facility, which will effectively extend the life of the Kensington Mine near Juneau by 10 years. The mine has been operating since 2010. Plans also involves an increase in Kensington’s ore milling capacity from 2,000 tons per day to 3,000 tons per day. Projects associated with the expansion will result in about 65 added jobs over two years, the company reports. Kensington and Greens Creek, a multi-metals mine on Admiralty Island, are major employers in the Juneau area and other Southeast Alaska communities.

\*\*\*

## **Minerals:**

### **New zinc prospect near Red Dog**

Teck has applied for permits for a road and to build surface pads at a new minerals prospect on state lands 10 to 12 miles north of the large Red Dog lead/zinc mine in Northwest Alaska. Teck Alaska is operator of Red Dog with NANA Regional Corp, as landowner. The new Aktigirug/Annarraq exploration program would involve exploration with an underground adit. That will be costly but it would speed Teck's evaluation because drilling from the surface would be done seasonally, taking more time. The company hopes to develop the prospect so that ore can be processed at the Red Dog mill, thereby extending the life of that facility. Known zinc and lead reserves at Red Dog will be depleted in 2031.

\*\*\*

### **Red Dog: \$2.65 billion to NANA**

Teck and the Red Dog Mine have been pretty good for Northwest Alaska. Since startup in 1989 the mine has paid \$2.65 billion in royalty to NANA Regional Corp., the landowner, through Fiscal Year 2021. Of this, \$1.6 billion has been shared by NANA with other Native regional and village corporations. Over the same period \$1.4 billion has been paid to the state of Alaska in mining taxes and fees, including payments to the Alaska Industrial Development and Export Authority, or AIDEA, for use of the industrial access road and port owned by the state authority.

*In FY 2021 Red Dog also paid \$270 million for goods and services for the mine in 2021 and paid \$80 million in wages that same year. Of Red Dog's 527 employees 56.4 percent are NANA shareholders. Of 92 seasonal employees 96.7 percent are shareholders.*

\*\*\*

## **Fisheries:**

### **Loss of crab season hits hard**

It's a tough year for crab fisherman and Bering Sea communities that depend on crab. The Bristol Bay red king crab fishery was closed and the Bering Sea snow crab quota was cut 90 percent. A heavy ice over the Bering Sea also covered many areas with crab that are normally fished. The effect has been to send many crab vessels into alternative fisheries. Communities like St. Paul, in the Pribilofs, have a big stake in crab, with the local St. Paul Fishing Co. owning three crab vessels and crab quotas. St. Paul recently sold one vessel.

Unalaska has estimated that the loss of 90 percent of the snow crab could cost the city about \$3 million in lost fish tax revenue along with lost taxes on fuel sales and wharfage fees.

\*\*\*

### **Things better for tanner crab**

There's better news on tanner crab, based on levels of the crab population. Prices appear to be strong, too. This fishery is mainly in Kodiak, Prince William Sound and Southeast Alaska.

\*\*\*

### **Halibut, sablefish are up in 2022**

Halibut and sablefish are looking good. Alaska will see a 10 percent increase in its commercial halibut quota, to 21.57 million pounds, fisheries columnist Laine Welch writes. There are now reports of \$8 per pound prices in Kodiak. In 2021 the average dock price for halibut was \$6.40 per pound. Sablefish, or black cod, harvests will be up, too. The combined Gulf of Alaska and Bering Sea harvest quota for sablefish will be up 32 percent to 76 million pounds.

\*\*\*



## **\$230 million for designated Alaska projects in federal bill**

12 major federal appropriations. The bill contains \$230 million in “Congressionally Directed Spending Allocations” (once known as earmarks) for Alaska mostly engineered by Alaska’s Sen. Lisa Murkowski. The bill included a pay raise and increases in housing allowances and other benefits for military personnel. There were also 65 projects funded by designated spending, like \$27.6 million to expand emergency room capacity at the Alaska Native Medical Center in Anchorage. A number of community projects were included such as \$10.2 million for Skagway’s wastewater treatment plant and \$23 million for a new youth homeless center in Wasilla. There is also \$8 million for a new hospital in Wrangell; \$5 million for Alaska’s Division of Geological and Geophysical Survey to map coastal and near shore areas.

### **Port projects face critical deadlines**

*- Continued from top, page 1*

Nome officials also told legislators that, assuming things move ahead, Nome’s port expansion would create over 800 construction jobs over four to five years, creating \$77 million in new annual payroll and \$100 million in secondary spending.

Anchorage’s problem is that it must begin soon on reconstruction of the Port of Alaska’s two cargo terminals, a \$1 billion project, to get at least one terminal rebuilt before operating restrictions are imposed because of continuing corrosion. Anchorage has asked the state for \$600 million and would provide the balance through bond funds and federal grant opportunities. Ironically, the new federal infrastructure law is unlikely to be a source of grant funds, Anchorage officials told legislators, because of the way port sections of the law set up. Terminal 1 is on the critical list because that is the main container dock and is needed to assure “food security” through delivery of consumer goods.

Anchorage has also estimated the tariffs needed to support \$1.6 billion in port revenue bonds if the state did not make \$600 million available and there is no more grant funding: The debt would require per-ton tariff of \$29.65, which added to the port’s existing \$3.30/ton tariff would total \$32.95/ton. That’s a nine-fold increase in the freight landing charge, which would increase consumers’ costs because shippers would have to recoup the charges.

*Some good news here is that the \$225 million new Petroleum and Cement Terminal at Anchorage’s port is nearing completion and will be accepting barges in April and fuel tankers by September. That will assure the security of fuel shipments, Anchorage officials said.*

**Want to subscribe?**  
Email: [timbradner@pobox.alaska.net](mailto:timbradner@pobox.alaska.net)





April 6, 2022

U.S. Department of Transportation  
Maritime Administration  
Office of Marine Highway Highways and Passenger Services  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: Letter of Support of Alaska DOT&PF's Application for American Marine Highway Program  
Route Designation for M-5 Extension

On behalf of the City of Nome, I am offering this letter of support for Alaska DOT&PF to serve as the route sponsor and apply for route designation for all commercially navigable coastal and inter-coastal waterways missing from the current designations. While Alaska currently has two route designations, M5-AK and M-A1, they do not include the coastal navigable waterways of Northern and Western Alaska, nor do they include the commercial inland waterways found in the Kuskokwim River, Yukon River, and Kobuk River.


Like the American Marine Highway Program, our communities and businesses want to expand the use of Alaska's navigable waterways because water is Alaska's leading mode of transportation for project development, and movement of commodities and natural resources. This designation will open up remarkable opportunities greatly needed to improve the infrastructure along our waterways and increase our marine transportation service levels.

Through this letter, I acknowledge that metropolitan planning organizations, port authorities, and tribal governments, or private sector operators of marine highway services within designated Marine Highway Projects serving our communities, may be eligible for grant funding through the AMH program. We look forward to learning more about how to get our waterway projects, such as a planned or contemplated waterborne service, and expansion of an existing service, designated for eligibility.

It has long been the goal of the City of Nome to see this route designation put in place, and I wish to thank MARAD for the opportunity to be involved with this pivotal action that supports all of Alaska, and offer the full support of my office in this request for route designation.

Sincerely,

CITY OF NOME

  
John K. Handeland  
Mayor

## White Paper

### INFRA grant program

**Issue:** Alaska and Hawaii ports are ineligible for INFRA grant funds due to a lack of connection to the National Highway System. Port infrastructure is vital to both states, yet they are unable to compete for these grant funds because of this requirement.

**Background:** The City of Nome submitted an INFRA grant application during the 2021 cycle for the Snake River Moorage and Haulout Facility. At the debrief for the grant application, the City was told that this was a good project and there had been much discussion on the reviewer's part as to eligibility. The City admitted in the application to not being connected to the road system and attempted to make the case that equipment and supplies traveling the marine highway to Nome originated with the road system generally in the Pacific Northwest.

The NOFO stated that eligible projects for INFRA grants are: "highway freight projects carried out on the National Highway Freight Network ...; highway or bridge projects carried out on the National highway System (NHS), including projects that add capacity on the Interstate system to improve mobility or projects in a national scenic area;..." Eligibility requirements further stated that "A project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the **National Highway Freight Network.**" (emphasis added)

The Port of Nome is a hub port supporting more than 30 remote communities along the Western and Northern borders of Alaska. The request was for \$10.994 million of a \$13.726 total project. The Nome Eskimo Community was a partner to this request. The project had a benefit/cost ration of 1.65 on the low end and 3.11 on the high end.

The reviewers admitted that this is an important project for Nome and the region, but presented an interesting dilemma for the INFRA program. The also admitted that we did a good job of reviewing the criteria in the notice and addressing them. Unfortunately, this was not a good project for INFRA. The issue did not emerge until late in the process. The issue was that for ports to be eligible for INFRA funds the infrastructure must contribute to the highway network. We acknowledged that in our application, but they were unable to draw a connection from Nome to the national highway freight network.

### 23 U.S. Code § 103 - National Highway System

**(1)DESCRIPTION.**—The [National Highway System](#) consists of the routes and connections to transportation facilities that shall—

- (A)** serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations;
- (B)** meet national defense requirements; and
- (C)** serve interstate and interregional travel and commerce.

Given the importance of the Arctic region opening to more cargo transport, cruise and sailing activity, and the importance of Nome to serve the region, National defense and research vessels, perhaps it is time to revisit the NHS description and revise its components to meet the needs of the country as a whole rather than just the contiguous states.

INFRA has not had many applications from Alaska and this is why. This language does not apply to the RAISE and PIDP grant programs. So, it begs the question of why is this criterion for INFRA? Why is Alaska and Hawaii eliminated from consideration of these grant funds?

**Recommendations:**

1. Modify the INFRA grant application criteria to allow remote/rural communities eligibility.
2. Change the laws governing National Highway System consideration to include communities where freight originates on the highway and then connects by marine highway to the rural communities.



"It's hard when people reinforce the negative things you already believe about yourself."



## Alaska News

# Luxury cruises to the Arctic take a hit from the Russian invasion of Ukraine

By Alex DeMarban

Updated: April 14, 2022

Published: April 14, 2022





Passengers Herman Oosthuizen and Melissa Willemse, from South Africa, walk across Front Street as the Crystal Serenity cruise ship stops in Nome on Sunday, August 21, 2016. (Bob Hallinen / ADN)

Small luxury cruise ships newly built for the Arctic are canceling many of their planned calls in Northwest Alaska this summer, with many citing the Russian war in Ukraine.

Nome, about 200 miles across the Bering Sea from Russia, had been receiving small but growing numbers of the cruise ships. They're built to handle ice and shuttle tourists to remote villages and wildlife-rich waters.

Then COVID-19 happened in 2020, canceling the cruises in Nome — and in other parts of Alaska — for two straight years.

#### Coronavirus

Sections

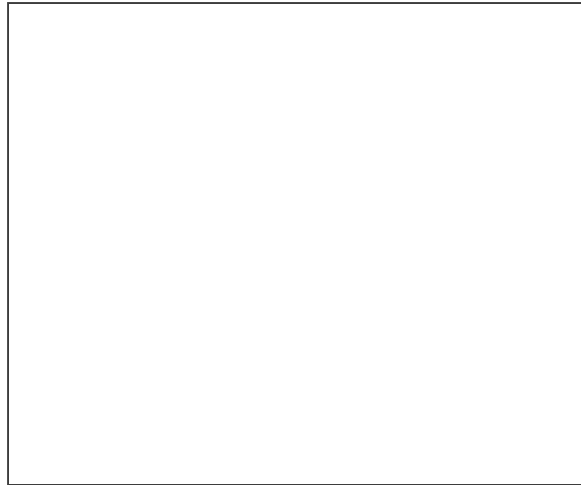
- Alaska News • Politics
  - Opinions • Talk to us
- LOG IN SUBSCRIBE

Then Russia invaded Ukraine on Feb. 24.

Now some of the companies have canceled visits, city officials said.

“It’s primarily the ships that have scheduled calls in Russia,” said Joy Baker, Nome’s port

director. “They grab people in Nome and they go across the pond (to Russia).”



The city still expects about 10 visits this summer, with some vessels making repeat calls through the summer, according to a March port [schedule](#).

Nome will still benefit from the ships that will arrive, Karp said. But the cancellations will mean hundreds fewer visitors in the town of 4,000, who support local guides and shop at art fairs and stores. And there will be fewer visitors to attend cultural demonstrations, like Native Youth Olympics or gold panning.

“We’re definitely disappointed,” Karp said. “But I’m very hopeful, after two COVIDs and a war, unless the locusts show up next year, we should be able to find our way to some degree of normalcy.”







The Crystal Serenity cruise ship stops in Nome on August 21, 2016. (Bob Hallinen / ADN)

The luxury cruise companies are building more of the specialized liners as sea ice melts and [interest](#) in polar travel grows.

Although there are concerns about environmental impacts in the remote region, cruise ships have helped generate a new revenue stream for communities like Nome. There's an effort underway to expand the port there, which would support more ships.

The expedition ships often run between Nome and Seward, said Rick Erickson with Cruise Line Agencies of Alaska, providing services to the vessels in Alaska waters.

The foreign-hulled vessels traditionally stop in Russia's far east to meet the requirements of the Passenger Vessel Services Act, he said. The federal law sets limits on such vessels when they transport passengers between U.S. ports.

The canceled calls to Nome this summer include the [Sylvia Earle](#), a new 340-foot vessel with space for about 130 passengers. It was to stop in Nome three times starting July 20 but now has no calls scheduled, Erickson said.

Ship owner Aurora Expeditions [said in a statement](#) on March 8 it was canceling plans because of the situation in Russia.

"Aurora Expeditions has confirmed that it will make changes to its upcoming voyages

that include Russian itineraries in light of the invasion of Ukraine,” it said.

Swan Hellenic, based in Cyprus, canceled three visits to Nome for its new 340-foot “boutique ship,” the [SH Minerva](#).

The company [announced](#) March 21 it was changing plans for the Minerva and another ship because of the “tragic situation in Ukraine and ongoing COVID-related restrictions across the Far East.”



Other companies have [also said](#) the Russian invasion of Ukraine has caused them to change schedules. Officials with cruise companies did not respond to emails this week seeking comment.

Jen Martin, a longtime industry employee, is a trip planner for Seabourn Cruise Line, a Seattle-based company owned by Carnival. The company is building new expedition ships, [advertising trips](#) to Southeast Alaska this year, and it’s planning trips to Nome next year.

There are ethical considerations about supporting Russia by spending money there, she said.

The Russia-Ukraine war also creates logistical hurdles for companies that had originally planned visits there, she said. Sanctions that countries have slapped on Russia are likely a key factor preventing the ships from visiting the country this year. It would be problematic to buy supplies at a Russian port, for example, she said.

“Right now with sanctions on Russia, we wouldn’t necessarily be able to spend money with companies that are doing business in Russia,” she said.

Visits remaining on Nome's port schedule include calls from ships with Lindblad Expeditions and partner National Geographic. That includes the [Resolution](#), a new, "next-generation" 400-foot vessel with space for 125 guests, scheduled to arrive Aug.

7. The more than two-week trip [heads](#) from Nome to Japan and along the Aleutian

Islands in Southwest Alaska, without a stop in Russia, according to online travel [sites](#).

Prices start around \$30,000 a person, the sites show.

It has a Zodiac for shore excursions plus kayaks, a spa, saunas, lecture areas and other amenities, including a photo instructor certified by National Geographic.

Things aren't bad as they could be, but the cancellations are still difficult, said Nome city manager Glenn Steckman.

"For the last two years, Nome, just like every other community in Alaska, has been taking a beating," Steckman said. "This is another year of it. Maybe not as bad as the previous two years where we had no cruise ships, but it still hurts."

---

## Alex DeMarban

Alex DeMarban is a longtime Alaska journalist who covers business, the oil and gas industries and general assignments. Reach him at 907-257-4317 or [alex@adn.com](mailto:alex@adn.com).







### AK5K Beer Run

Sunday, May 15, 2022



### Comedian Derek Sheen

Saturday, April 23, 2022



### Under The Eiffel PROM 2022

Saturday, April 23, 2022

[More Events](#)

## Most Read

- 1 The culture wars' next frontier: Public libraries
- 2 After two years, and against the odds, a downtown Anchorage restaurant returns to life
- 3 The ominous true stories behind Alaska's bloody and brutal place names



- 4 Calling Alaska 'under attack' by Biden, Alaska House boosts legal fund



- 5 Wasilla man arrested in Captain Cook standoff threatened to shoot people from hotel, charges say



## Latest

Kenyan Evans Chebet wins Boston Marathon





Rick Scott became the Senate GOP's election general, then went to war



Lethal darts were fired into a Ukrainian neighborhood by the thousands



Alex Jones' Infowars files for bankruptcy protection



Bombing victim returns to Boston Marathon starting line



## Sponsored

•

Sponsored Links by Taboola

### **Nome: Unsold Never-Driven Cars Now Almost Being Given Away: See Prices**

SUV Deals | Search Ads

### **Unsold Alaska Cruise Cabins Are Almost Being Given Away: See Prices**

Alaska Cruise Deals | sponsored searches

### **Most Affordable Camper Vans**

Camper Van Warehouse | Search Ads

### **P90X Trainer: This Is What "Ripped" Old Guys Do Differently (Genius!)**

Power Life

### **Scientists: Brain Scan Uncovers The Real Root Cause Of Tinnitus (Ear Ringing)**

ThriveHealthLab

[Learn More](#)

## Before You Renew Amazon Prime, Read This

Capital One Shopping

## Tommy Chong: Throw Away Your CBD Now

Tommy Chong's CBD



## Doctor Tells: Do You Have Too Much Belly Fat? (Eat This Before Bed)

Gundry MD

---

[Download Our App](#)

[Sign Up For The Newsletters](#)

[Get The Newspaper](#)

[Contact The Anchorage Daily News](#)

[Terms of Use](#) [Privacy Policy](#) [Archives](#) [Reprints](#) [Customer Service](#) [Contact Us](#) [Advertise](#) [Troubleshooting](#)

© 2022 Anchorage Daily News. All rights reserved.

# PORT OF NOME CAUSEWAY SHIP TRAFFIC 2022

<u>DOA</u>	<u>DOD</u>	<u>SHIP NAME</u>	<u>LOA</u>	<u>TOA</u>	<u>TOD</u>	<u>BERTH</u>
7/10/2022	same	HERITAGE ADVENTURE	407'	6:00	18:00	CITY DOCK
7/19/2022	same	SH MINERVA	371'	7:00	18:00	CITY DOCK
7/20/2022	same	SYLVIA EARLE	341'	9:00	18:00	CITY DOCK
7/23/2022	same	ROALD AMUNDSEN	459' *	6:00	22:00	CITY DOCK
7/24/2022	same	HERITAGE ADVENTURE	407'	6:00	18:00	CITY DOCK
8/2/2022	same	SH MINERVA	371'	7:00	18:00	ANCHOR
8/2/2022	same	SYLVIA EARLE	341'	8:00	18:00	CITY DOCK
8/5/2022	same	NG ORION	338'	5:00	18:00	CITY DOCK
8/6/2022	same	HERITAGE ADVENTURE	407'	7:00	10:00	ANCHOR
8/7/2022	same	HERITAGE ADVENTURE	407'	8:00	15:00	ANCHOR
8/7/2022	same	NG RESOLUTION	408'	6:00	18:00	CITY DOCK
8/8/2022	same	NG ENDURENCE	409'	4:00	18:00	CITY DOCK
8/15/2022	same	SYLVIA EARLE	341'	6:00	18:00	CITY DOCK
8/19/2022	same	NG RESOLUTION	408'	6:00	18:00	CITY DOCK
8/20/2022	same	SH MINERVA	371'	9:00	18:00	CITY DOCK
8/21/2022	same	HERITAGE ADVENTURE	407'	6:00	18:00	CITY DOCK
8/24/2022	same	ROALD AMUNDSEN	459' *	6:00	22:00	CITY DOCK
9/4/2022	same	HERITAGE ADVENTURE	407'	6:00	18:00	CITY DOCK
9/5/2022	same	SCENIC ECLIPSE	551' *	8:00	18:00	CITY DOCK
9/14/2022	same	SIKULIAQ (UAF)	261'			CITY DOCK
9/15/2022	same	L'AUSTRAL	466' *	7:00	20:00	CITY DOCK
9/17/2022	same	SILVER WIND	511' *	7:00	17:00	CITY DOCK
9/17/2022	9/18/2022	ARAON (Research)				ANCHOR
9/20/2022	same	LE BOREAL	466' *	7:00	18:00	CITY DOCK
10/1/2022	same	LE COMMANDANT CHARCOT	492' *	6:30	10:00	CITY DOCK
10/2/2022	same	LE BOREAL	466' *	5:00	16:00	CITY DOCK
10/28/2022	11/1/2022	SIKULIAQ (UAF)	261'			CITY DOCK

Cancelled Ships

Research

red font = vessels requiring two docks to moor



# Memo

To: Glenn Steckman – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor Handeland & Common Council; Port Commission  
Date: April 18, 2022  
Re: Monthly PD Report/Capital Projects Update – April 2022

---

## **Administrative:**

The Port & Harbor Department have pushed out 3 employee positions, two of which are seasonal positions (Harbormaster's Assistant and Dock Watch), and the other is a full-time office position intended to be shared with the Public Works Department. We are hoping there is interest in the community and applications start coming into City Hall. In the meantime, staff continue working through budgetary planning, procurement and planning seasonal maintenance/repair needs with the Public Works Department. Vessel scheduling for 2022 is ramping up, as most know to book the Causeway in advance to secure desired dates.

The Port Commission will have a Work Session & Regular Meeting at 5:30pm on Thursday, 21 Apr 2022 to review PND's Fendering Alternatives for the new dock construction. PND will join the work session to provide input and respond to questions. Port users and the general public are all encouraged to attend.

## **Causeway:**

### Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):

Periodic discussions with the Corps District Project Manager and various section chiefs to address concerns or issues raised by the project team or Division personnel. A Geotech contractor has been getting core samples within the project expansion footprint over the past few months, experiencing weather delays and ice instability. The extended schedule to complete the drilling required the Corps to modify the contract. This has most likely accelerated the Corps' next fund request from Aug 2022, to sometime in the next 2-4 weeks. The Corps is evaluating available project design funding and will advise soon. The City's 25% cost-share for design is funded through a DCCED grant 2019-DC-008, so no in-house funds will be necessary.

### Local Service Facilities (LSF) Design Integration:

Efforts continue with the Corps and City design teams coordinating very closely on connection points to inform accurate quantities and cost estimating without overlap or gaps, along with the precise alignment of where the existing structure meets the new construction. Design work remains on an aggressive schedule with the next milestone approaching in June, followed by an accelerated pace to get 95% generated, reviewed and approved, before 100% final is due in Dec.

- Anyone with questions on this project can call 907-304-1905 or email [jbaker@nomealaska.org](mailto:jbaker@nomealaska.org) further info on the project study is located on the Port of Nome page at [www.nomealaska.org](http://www.nomealaska.org).

Sediment at Causeway Bridge and Bridge Repairs:

*(The Corps is still working to determine a program and contracting mechanism to conduct sediment removal west and under the bridge).* District personnel and Bristol Engineers made a site visit on 18-19 April 2022, to review the project plans and current conditions with the contractor. The repairs are intended to address corrosion on the west and underside of the bridge caused by wave impact. It is anticipated the work will be conducted during the 2022 ice-free season.

**Harbor:**

Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):

This project is currently on hold with the Corps, pending written notification from the City on the desired path forward.

Launch Ramp Replacement Project:

The City Engineer and I recently met with the design engineer and project contractor to discuss a work plan and schedule proposed by STG for the remaining punch list items. Although the schedule had the contractor driving the remaining pile this week, the temps and frozen ground have pushed that out for the time being. The punch list included some minor bull rail repair, pile installation, ramp approach clearing and as-built survey, as well as a solution to address the three panels that lifted slightly during grouting operations. Each panel lift is somewhere between 1"-2" and STG has been asked to respond to the designers concerns and questions regarding the proposed scarifying method. More detail will be shared as this moves along.

Snake River Moorage & Vessel Haulout Facility:

City personnel continue to search for an applicable funding vehicle to develop this project. It is possible this project will align with one of the programs being funded by the IJA infrastructure dollars.

**Port Industrial Pad:**

West Nome Tank Farm (Property Conveyance):

*The City continues to work with JBER and HQ USAF personnel to understand the remaining steps required to complete the property conveyance to the City. At this time, it is anticipated the final documents could be signed sometime around Oct/Nov 2022. In the meantime, the City and NJUS continue collaborating on development of the site for the NJUS tank farm, and defining vessel lay down closer to the ramp.*

Thornbush Laydown Site Development:

This project has been submitted to the USDOT RAISE Grant program for funds to complete the remaining 10 acres of the 18-acre parcel. Applications were due on 15 April 2022, with awards anticipated in the Oct-Nov 2022 window. Should this package be successful, design would be finalized during the Jan-Mar 2023 window, with solicitations released in Mar-April for construction in summer of 2023.

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

*ADOT has advised that the project solicitation will be released in Aug 2022, with construction in summer of 2023.*

---

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

Additional details available upon request.