

**City Manager**  
Glenn Steckman

**Project Manager**  
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, V-Chairman  
Derek McLarty  
Shane Smithhisler  
Russell Rowe  
Gay Sheffield  
Drew McCann

**NOME PORT COMMISSION  
WORK SESSION / REGULAR MEETING AGENDA  
THURSDAY, APRIL 18, 2024 5:30PM / 6:30PM  
CITY HALL COUNCIL CHAMBERS**

**WORK SESSION – 5:30PM**

- 24-04-03 DRAFT PON Strategic Development Plan Update- Phase A update

**REGULAR MEETING – 6:30PM:**

- I. **ROLL CALL**
- II. **APPROVAL OF AGENDA**
- III. **APPROVAL OF MINUTES**
  - 24-02-15 Regular Meeting Minutes
- IV. **CITIZEN'S COMMENTS**
- V. **COMMUNICATIONS**
  - 24-01-31 Arctic Shipping Update - Arctic Council Working Group
  - 24-04-08 Western Alaska tribes, outraged by bycatch. turn up heat on fisheries managers and trawlers
  - 24-04-09 Report on the Arctic Capabilities of the US Armed Forces – summary
  - 24-04-13 Planned Research Vessel Movements- 2024 Research Season - IARPC Collaborations
- VI. **COMMISSIONER UPDATES**
- VII. **HARBORMASTER REPORT**
  - Port Office Update - Impoundments/ FY25 Budget Prep
  - 2024 Ship Schedule Update
  - BFI 2024 Tank Stabilization – Temp Traffic Plan
  - Project Prioritization List Overview – Northern Economics
- VIII. **PROJECT MANAGER – MONTHLY PROJECTS UPDATE**
  - 24-04-15 Monthly Projects Report
- IX. **OLD BUSINESS – None.**
- X. **NEW BUSINESS**
  - Project Prioritization List Recommendations
  - 24-04-03 DRAFT PON Strategic Development Plan Update- Phase A update
- XI. **CITIZEN'S COMMENTS**
- XII. **COMMISSIONER COMMENTS**
- XIII. **NEXT REGULAR MEETING**
  - May 16, 2024 – 5:30pm
- XIV. **ADJOURNMENT**

**City Manager**  
Glenn Steckman

**Project Manager**  
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  
MINUTES  
REGULAR MEETING  
FEBRUARY 15<sup>th</sup> 2024 @ 6:30 PM  
COUNCIL CHAMBERS CITY HALL**

The Regular Meeting of the Nome Port Commission was called to order at 6:30 pm by acting Chairman West at the City Hall Council Chambers.

**ROLL CALL**

Members Present: Smithhisler; Lean; McLarty; Sheffield; West; McCann

Absent: Rowe

Also Present: PM Baker (zoom); HM Stotts; Glenn Steckman; Angie Nguyen

In the audience: Megan Gannon – Nome Nugget

**APPROVAL OF AGENDA**

Chairman West asked for a motion to approve the agenda.

Motion to approve made by West, seconded by Lean.

At the Roll Call:

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

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

**APPROVAL OF MINUTES**

January 18<sup>th</sup>, 2024 Regular Mtg.

Motion made by West, seconded by McCann to approve the minutes as presented.

At the Roll Call:

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

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

## **CITIZENS' COMMENTS**

- None

## **COMMUNICATIONS**

- 24-01-25 – NEWS RELEASE USACE – City and Corps sign partnership agreement
- 24-02-01 – Arctic Today – Red Sea disruptions could be avoided in future by Arctic shipping, which may trouble ecosystems
- 24-02-09 – Arctic Today – No Shipments from Russia's Arctic LNG 2 Until March as Sanctions Block Delivery of LNG Carriers

### Discussion:

- None.

## **COMMISSIONER'S UPDATES**

- Commissioner Sheffield stated there was traffic in the Straits January into February, involving two vessels drifting due to issues.
- Commissioner McCann stated the Alaska State Defense Force is conducting some local drills this weekend with a focus on coastal watch.
- Commissioner Lean stated there was a backlog of LNG vessels with no abilities to offload items. Lean mentioned there are research options and funding addressed to Congress concerning salmon for redistribution.

## **HARBORMASTER'S REPORT**

- Port Office Update – Impoundment Status/FY25 Budget Prep
- Repair and Maintenance Update
  - High Mast Lighting replacements – HM Stotts reported it was difficult to source since COVID. Ten light total have been ordered: two extra lights are ordered to keep on hand, four lights for the City Dock, four lights for West Gold Dock; Plans to install the lights are anticipated for the end of July for the FY25 season.
  - Port Restroom Upgrades/Possible New Locations – Portable Restroom Trailers with operating toilets/facilities, would be useful at other community functions as needed. Existing facilities are pumped via hired local company, Suck-N-Shine. The cost for Portable Restroom Trailers are estimated to be \$20,000-\$50,000 for smaller units.
- 2024 USACE NOM020 – Post Typhoon Murbok Causeway Bridge Repairs update – Bristol Environmental was awarded the job again.

### Discussion:

- HM Stotts stated Port staff is focusing on account reconciliation. Collections efforts are in progress to bring down past due debts.
- Commissioner Smithhisler asked how the portable restroom facilities will be stored.
  - HM Stotts stated he discussed options with Public Works Director Cushman to determine best storage options or if these are even the best choice for Nome.

## **PROJECT MANAGER REPORT**

- PM Baker gave a brief overview of the 24-02-12 PM Monthly Projects Report
  - Funding Opportunities vs Projects

### Discussion:

- PM Baker stated Phase B will begin late March, early April. The Corps is pushing the Phase 1 solicitation packet out the end of February 2024. The project is anticipated to begin June 2025.
  - 2024 Season – Cape/Jetty Repair. Two grant applications will be submitted.

- Chair West asked if the contractor dredging the inner harbor is the same contractor hired in previous years. PM Baker stated that is the intent, pending documents to finalize award of the bid.
- Commissioner McLarty asked what the cost/award will be. PM Baker stated estimates are still underway with ranges of \$1M - \$3M.
- Commissioner Sheffield stated considering the incorporation of subcommittees to assist with organization and communication regarding projects.

#### **OLD BUSINESS**

- None

#### **NEW BUSINESS**

- PON Tariff No. 16.3 Markup – Recommended Revisions

#### Discussion:

- PM Baker stated that there is a 6.34% increase to fees and charges in align with the CPI increase;
  - The Passenger Fees and Facility Charges for cruise ships were discussed.

Motion made by Commissioner McLarty, seconded by Commissioner Sheffield, to adopt the Tariff No. 16.3 revisions with addition of a \$5.00 Passenger Fee, leaving the \$2.50 Facility Charge fee; Changes to verbiage on page 26 of Tariff.

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

Nays:

Abstain:

The motion **CARRIED**.

Motion made by Commissioner McLarty, seconded by Commissioner Sheffield, to request the City of Nome make a grant application to the RAISE Program for the Snake River Moorage; Phase 2 & Phase 3 of design fees.

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

Nays:

Abstain:

The motion **CARRIED**.

#### **CITIZENS' COMMENTS**

- None.

#### **COMMISSIONER'S COMMENTS**

- Sheffield commented WAISC is coming to Nome during April 2<sup>nd</sup>-4<sup>th</sup>, 2024. The theme is Western Alaska in Transition. Sheffield stated it would be nice for a representative of the City of Nome or the Port Commission present an update regarding the Port of Nome Expansion Project.
- McCann commented the Strategic Plans Meetings went well last month and he appreciated the public input at the meetings.
- Smithhisler commented it was exciting to have the Corps in Nome. Smithhisler stated Mayor Handeland did a good job welcoming the Corps.
- West stated he appreciates Mayor John Handeland's efforts with welcoming the Corps in town.
- McLarty none.
- Lean none.

#### **ADJOURNMENT**

Motion was made by McCann for adjournment at 7:30 pm. The next Regular Meeting will be March 21, 2024 at 5:30pm

**APPROVED** and **SIGNED** this 21<sup>th</sup> day of March 2024.

---

**Jim West, Chairman**

**ATTEST:**

---

**Lucas Stotts, Harbormaster**



# ARCTIC SHIPPING UPDATE: 37% INCREASE IN SHIPS IN THE ARCTIC OVER 10 YEARS

31 JANUARY 2024

## [OceanProtection of the Arctic Marine Environment](#)

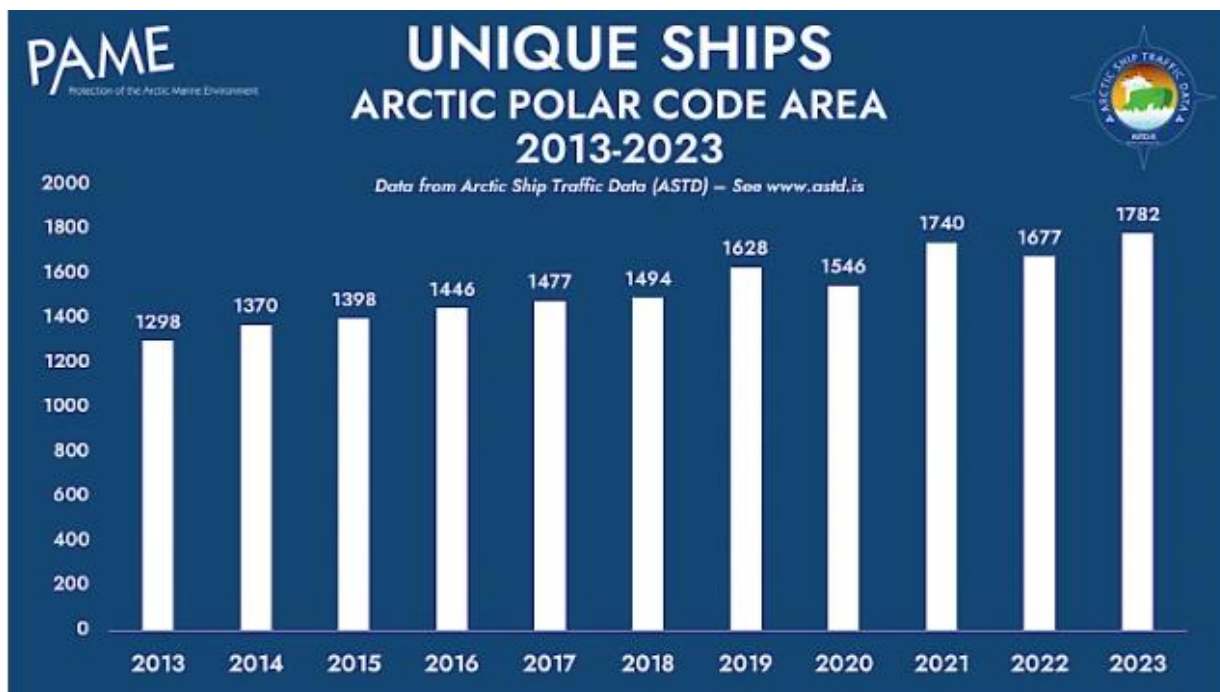
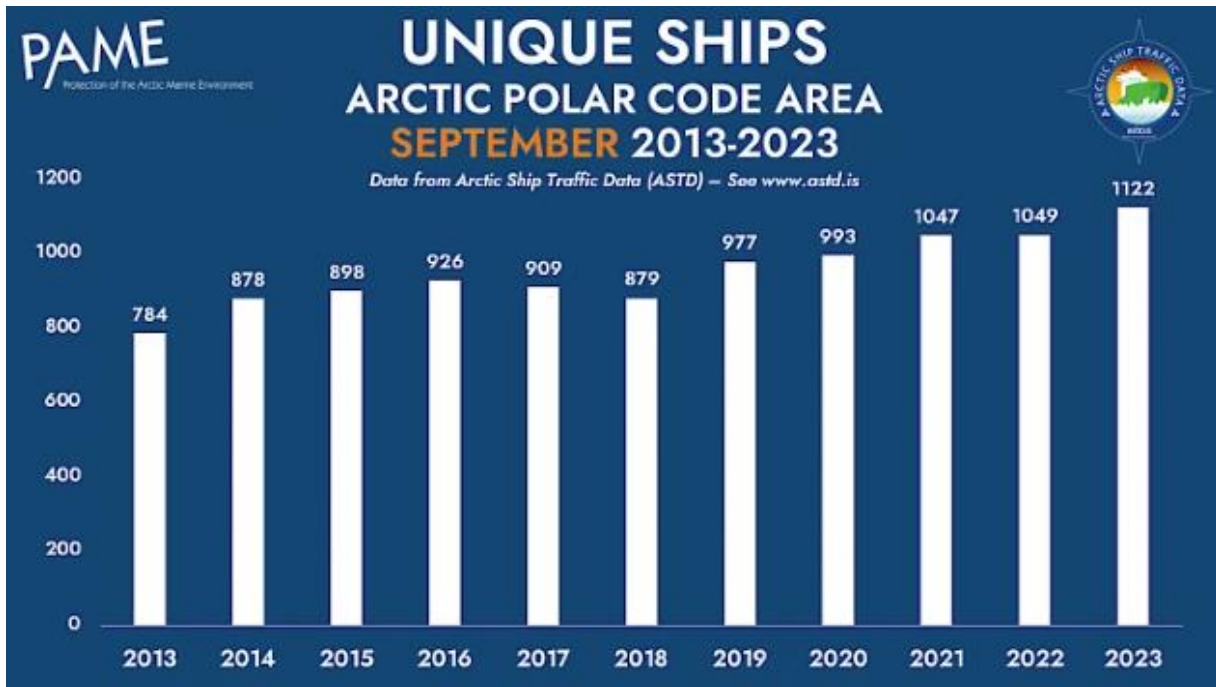
The Arctic Council Working Group on the Protection of the Arctic Marine Environment (PAME) published an update of 10-year trends in Arctic shipping, utilizing its Arctic Ship Traffic Data (ASTD) System.

Arctic shipping continues to increase, according to an update of PAME's Arctic Shipping Status Report #1: *The Increase in Arctic Shipping*. The original report covered the period 2013-2019. The updated report adds data for 2020-2023.

### **Increase in ships in the Arctic and distance sailed**

The number of unique ships entering the Arctic Polar Code area<sup>[1]</sup> from 2013 to 2023 increased by 37%, around 500 ships. Unique ships refers to each ship only counted once, although it might enter the area multiple times over each year.

The number of unique ships entering the Arctic Polar Code area is generally highest in the month of September, when Arctic sea ice is typically at its lowest extent. For example, in September 2023, 1122 ships entered the Polar Code area, out of the total 1782 ships that entered the entire year.



Comparing 2013 to 2023, the distance sailed by ships in the Arctic Polar Code Area increased 111%, from 6.1 million to 12.9 million nautical miles. The distance sailed represents the aggregate sailed for each ship in nautical miles.



## Types of ships in the Arctic

Fishing vessels are the most common type of ship in the Arctic Polar Code Area, representing over one-third of all ships. The second most common ship type is general cargo ships. Between 2013 and 2023, there was an increase in the number of ships of each ship type in the Arctic Polar Code Area apart from oil tankers and research vessels.



## Why is Arctic shipping increasing?

Changes to the marine environment, such as a decrease in the extent of sea ice and the loss of older, thick ice, has significant implications for longer navigation seasons and new access to previously difficult to reach regions of the Arctic.

Hjalti Hreinsson, Project Manager at PAME who administers the ASTD System, shares some insight into why we are seeing the trends made apparent in PAME's Arctic Shipping Status Reports.

“Several reasons contribute to the increase in Arctic shipping,” said Hjalti Hreinsson. “One of them, and perhaps the most prominent one, is an increase in natural resource extraction. Compared to other marine areas worldwide, there aren't that many ships in the Arctic, and new projects will strongly impact statistics.”



“For example, two large projects – the Mary River Mine in Nunavut and the Yamal Gas project – have led to increases in shipping in the Arctic Polar Code area. The number of bulk carriers has significantly increased as has the traffic of gas tankers, of which there were almost none in the Polar Code area prior to 2018.”

### **The need for more Arctic shipping data**

As Arctic shipping increases, it’s critical to collect data and monitor trends. Collecting data about Arctic shipping, including the number, type, origin, destination, distances traveled, voyage time of year, and related information contribute to enabling safer shipping in the Arctic.

In response to a growing need for accurate, reliable and up-to-date information on Arctic shipping activities, PAME developed the [Arctic Ship Traffic Data](#) (ASTD) System. The ASTD System collects a wide range of historical information, including ship tracks by ship type, information on number of ships in over 60 ports/communities across the Arctic, detailed measurements on emissions by ships, shipping activity in specific areas, and fuel consumption by ships. PAME uses data from the ASTD System to conduct analyses and reports related to Arctic shipping, including this Arctic Shipping Status Report and [three others](#).

“We are producing more reports, one on bulk carriers which is a very interesting case, as one also has to look at the size of each vessel. The bigger the vessel, the more it carries,” said Hjalti Hreinsson. “The same goes with cruise and passenger ships, their number and distance sailed has increased, but the size of the ships and their passenger capacity has also increased.”

“All of this results in more ships and more people in the high Arctic, hence the safety of the vessels and their crew and passengers are of outmost importance,” remarked Hjalti.

Soon, a major update for the ASTD will include detailed statistics and information for around 500 ports in the Arctic, which will contribute to a comprehensive assessment of ship traffic in Arctic ports going forward.

Home » Western Alaska Tribes, Outraged By Bycatch, Turn Up The Heat On Fishery Managers And Trawlers

Arctic Economy News

## Western Alaska tribes, outraged by bycatch, turn up the heat on fishery managers and trawlers

By Nathaniel Herz, Northern Journal - April 8, 2024

👁 183



Members of the North Pacific Fishery Management Council's advisory panel listen to testimony from a tribal leader in Anchorage this week. (Photo by Nathaniel Herz/Northern Journal)

## The years-long debate is taking on increasing urgency, as subsistence

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In



## responses under consideration threaten to impose steep costs on industry

It's been three years since a crash in king salmon populations forced an outright ban on fishing for them in the Yukon River. And barring an unexpected recovery, residents along the river [won't be allowed](#) to fish for them again for at least seven more years, under a new international management scheme recently signed by Alaska and Canadian managers.

Earlier this spring, Maurice McGinty, a tribal leader from the village of Nulato, pulled out his last mason jar of smoked Yukon king.

"We have no more now," said McGinty, 80. He added: "They are pushing us, and our traditional way of life, into a hole."

Imagine hearing and reading versions of McGinty's story dozens of times, told by Indigenous people who live along the Yukon and another iconic subsistence river in Southwest Alaska, the [Kuskokwim](#).



■ Maurice McGinty speaks at a public meeting in Anchorage earlier this week. (Photo by Nathaniel Herz/Northern Journal)

That's the reality this week for the policymakers on the [North Pacific](#)

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In



---

On one side are tribal leaders from the Yukon and Kuskokwim, who offer gut-wrenching testimony to the council on the cultural losses inflicted on them by the absence of salmon — from empty summer fish camps to barren cupboards that have to be filled with expensive groceries shipped in from the road system.

They have pleaded for a crackdown on the largely Seattle-based trawl fleet, whose boats drag wide-mouthed nets through the water that target another species called pollock, but can also accidentally swallow thousands of salmon — what’s known as “bycatch.”

On the other side are representatives for the trawlers, who [generally support tighter bycatch management](#) but say some of the measures favored by tribes could cost them hundreds of millions of dollars — while giving only a tiny boost to the number of salmon returning to Western Alaska rivers. Trawlers’ monetary losses would also land directly on some Yukon and Kuskokwim Native communities, which, through federal catch-share and nonprofit programs, [benefit from profits](#) from the pollock harvest.

This complicated fight has been playing out for more than a decade, first in response to declines in king salmon and more recently as chum salmon, a second species, also crashed.

But as this week’s council meeting begins, the debate has taken on increasing urgency for participants, as subsistence harvesting bans persist and the responses under consideration by the council threaten to impose steep costs on industry, according to a federal analysis.

“We’re really concerned about an action that would have a severe economic impact,” said Glenn Merrill, director of government affairs at a trawl company called [Glacier Fish](#).

## Changing landscape

The trawl industry has fished in the Bering Sea for decades, and it currently harvests more than 2 billion pounds of pollock each year — a \$1.5 billion wholesale value. The fish are shipped across the U.S. and around the world, and processed into products like fish sticks, McDonald’s Filet-O-Fish sandwiches and surimi, the paste used to make fake crab.

---

Salmon bycatch makes up a minuscule fraction of trawlers’ harvest. A

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In





---

bycatch numbers still add up to tens of thousands of kings, and hundreds of thousands of chum.



 Alaska pollock (National Marine Fisheries Service photo)

The trawl industry is contending with an increasingly organized anti-bycatch movement fueled by social media and led by the tribes. In recent years, tribal leaders have gained allies and a bigger voice at the fishery council, which oversees the pollock harvest. In 2022, Alaska voters elected Democratic U.S. Rep. Mary Peltola, who campaigned on [an anti-bycatch platform](#). There are now three Indigenous members on a separate panel that advises council members, and last month, Washington Democratic Gov. Jay Inslee [nominated a tribal ally](#), Becca Robbins-Gisclair, to fill a council seat that was previously held by a trawl company representative.

“There’s a huge recognition that wasn’t there before of the importance of what the tribes bring to the process,” said Linda Behnken, a longtime participant at council meetings and executive director of the Alaska Longline Fishermen’s Association.

The pollock fleet is also making new efforts to get its side of the story out.

The traditionally press-averse industry has, in recent weeks, [hired a strategic communications firm](#), and it’s debuted [social media](#)



---

“The social media and communications landscape have changed a lot,” said Merrill. “And I think a lot of folks are appreciating that change and trying to do a better job of engaging with it.”

## ‘Tough nut to crack’

The council has been regulating Bering Sea salmon bycatch since the mid-1990s, according to a [recent federal analysis](#), with more aggressive management starting in 2011, when the council imposed a strict limit on the bycatch of kings. The pollock fishery would be closed if a certain number of kings were caught.

While Western Alaska king populations had been declining over that time, regulation of chum bycatch has been less strict, without a hard cap. Instead, the pollock industry manages chum avoidance through voluntary legal contracts agreed to by fishing companies and approved by federal regulators.

Those contracts call for data sharing, rolling closures of areas where there’s high bycatch and special area limits on boats that catch salmon at higher rates.

The council began revisiting that system after dramatic declines in Western Alaska chum returns began in 2020. The crash forced river system managers — separate from the federal council — to impose bans and limits on chum harvests in Yukon and Kuskokwim villages where salmon are an essential subsistence food, and where fishing for kings had already been tightly restricted.

At this week’s council meeting, members are [reviewing multiple chum bycatch management options](#), ranging from no action to strict yearly caps to adding new provisions to the pollock fleet’s voluntary legal contracts. A final decision won’t come until a later meeting, but the council could refine or adjust the different options under consideration.

Tribal leaders are pushing for a hard cap on chum bycatch, like the one that already exists for king salmon. But they also say that the council should examine a lower annual limit than 200,000, which is the most aggressive chum bycatch cap currently under consideration.





▣ Tribal leaders from Interior Alaska villages including Nulato, Anvik and Nenana listen to this week's meeting of the North Pacific Fishery Management Council. (Photo by Nathaniel Herz/Northern Journal)

That request, to study a lower limit, has also been endorsed by the Biden administration, which [sent a letter](#) to the council saying that a limit lower than 200,000 is likely achievable and that a failure to study it could risk the courts rejecting the council's final decision. The pollock industry has been catching some 315,000 chums a year over the past decade — though in 2023, amid increasing scrutiny of their management measures, that number fell to 112,000.

“The salmon crisis is decades in the making, and a lower (chum) limit for a sustained period of time is necessary to be effective,” Karma Ulvi, the chair of a Yukon River tribal fishery commission, wrote in her [formal comment letter](#) to the council.

Trawl representatives say that their voluntary legal contracts have helped reduce both king and chum salmon bycatch, and that they're more adaptable and effective than the options pushed by tribal leaders. They describe hard caps as blunt tools that are unlikely to achieve what the tribes are pushing for: more salmon returning to Western Alaska rivers.

That's because [genetic analysis](#) shows that a little more than half the chums swallowed by trawl nets aren't actually Western Alaska salmon





---

Western Alaska fish, on average, make up just 19% of trawlers' chum bycatch. And industry officials say that a cap that doesn't distinguish between those areas of origin could actually push their boats into areas where they're catching Yukon and Kuskokwim fish at higher rates, even if the total number of chum is lower.

"Six out of 10 fish that we catch are...Putin fish," Brent Paine, a trawl industry official, told the council's advisory panel this week. "How do we deal with trying to minimize Western Alaska chum when, primarily, the species that's out there is from foreign hatchery production? That's a real tough nut to crack."



📷 Crew members shovel pollock aboard a Bering Sea trawler during a 2019 fishing trip. (Photo by Nathaniel Herz/Alaska Public Media)

Trawlers also point to [research that says](#) warming ocean waters are the primary drivers of chum declines, and say that the council should carefully balance potential economic harm from fishing restrictions against what they describe as a limited boost to Yukon and Kuskokwim salmon returns from reducing bycatch. The council's analysts say that so far, they lack the data to offer confident estimates of exactly how much bycatch reductions would translate into increased returns to those river systems.

But a trawl industry trade group [ran its own analysis](#) that says on average, the pollock fleet's bycatch rate represents no more than 1.2%



---

“The tradeoffs here are huge, if you get the wrong preferred alternative going through the council,” Paine said.

The tribes have a ready response to arguments that the effects of bycatch on spawning numbers are small: Every salmon counts, particularly when the tribes face full fishery closures along the rivers.

“They’re talking moratorium, seven years, Yukon River. Well, what about the high seas?” McGinty, the tribal leader from Nulato, asked at a public meeting Wednesday hosted by the Alaska Department of Fish and Game. “What kind of punishment are they getting for making all the money and starving us?”

## ‘Pitted against each other’

The conflict playing out over chum bycatch, however, is not black and white, with tribal subsistence fishermen on one side and pollock industry executives on the other.

Alaska Natives are on both sides of the issue, [through a program known as the Community Development Quota](#), or CDQ. That system, launched by the council and approved by Congress in the 1990s, set aside a share of the Bering Sea’s lucrative fishing quotas, including pollock, to newly formed nonprofits charged with benefiting coastal Alaska Native communities.

Those six nonprofits have grown into economic and political forces, collectively earning, on average, \$150 million in yearly wholesale pollock revenue — with profits reinvested in rural jobs and internships, loan programs and scholarships.

CDQ executives warn that harsher restrictions on trawlers could affect those kinds of benefit programs.

“We want to make sure that we’re taking the right action, and that it’s not going to harm the communities that rely on us,” said Merrill, whose employer, Glacier Fish, is controlled by a [Nome-based CDQ nonprofit](#).

But the tribal leaders pushing for reduced bycatch see things differently.

Only communities within 50 miles of the Bering Sea coast are eligible to participate in the CDQ programs, which means that residents farther



---

“We’re pitted against each other.”

Tribal advocates describe the inherent tension sparked by the CDQ program as one of an array of obstacles they face in navigating the government systems for managing Alaska fish and game — including at the council level.

Council meetings stretch for days and are typically held in cities or hub communities like Anchorage, Seattle or Sitka, forcing rural tribal leaders to either tune in remotely or take multiple flights to participate in person.

Craig Chythlook, a Yup’ik fisherman and advocate from Bristol Bay who’s helping organize tribal testimony this week, said he spent days going through the council’s new 373-page, jargon-packed [draft analysis](#) of the details and impacts of the different chum bycatch management measures. A separate [social impact analysis](#) was another 200 pages.



📷 Craig Chythlook listens to the North Pacific Fishery Management Council this week. (Photo by Nathaniel Herz/Northern Journal)

---

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In



---

Chythlook said. “It’s gaslighting our own Indigenous brilliance.” But in their testimony this week, most tribal leaders are dispensing with the technical details to demand action and deliver deeply personal messages about loss. And it’s resonating with decisionmakers, even if some are skeptical that reducing chum bycatch will meaningfully boost Yukon and Kuskokwim salmon returns.

“We know people are suffering because of poor salmon returns,” said Andy Mezirow, one of the state of Alaska’s representatives to the council. “The struggle has been to measure loss of economic value against culture.”

*Nathaniel Herz welcomes tips at [natherz@gmail.com](mailto:natherz@gmail.com) or (907) 793-0312. This article was originally [published](#) in Northern Journal, a newsletter from Herz. Subscribe at this [link](#).*

## Tags

Alaska

Fisheries

USA

## Country

Usa

---

◀ PREVIOUS ARTICLE  
**is Marel: Signing of  
transaction agreement,  
JBT intention to launc...**

NEXT ARTICLE ▶  
**Sanctions are about to  
wreck Moscow's grand  
Arctic projects**

ARCTIC BUSINESS JOURNAL

---

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In





# Report on the Arctic Capabilities of the U.S. Armed Forces

BY ABBIE TINGSTAD, SCOTT SAVITZ, BENJAMIN J. SACKS, YULIYA SHOKH, IRINA A. CHINDEA, SCOTT R. STEPHENSON, MICHAEL T. WILSON, JAMES G. KALLIMANI, KRISTIN VAN ABEL, STEPHANIE PEZARD, ET AL.

[https://www.rand.org/pubs/research\\_reports/RRA1638-1.html?](https://www.rand.org/pubs/research_reports/RRA1638-1.html?utm_source=AdaptiveMailer&utm_medium=email&utm_campaign=7014N000002G9tbQAC&utm_term=00v4N00000m1yuCQAQ&org=1674&lvl=100&ite=2)

[utm\\_source=AdaptiveMailer&utm\\_medium=email&utm\\_campaign=7014N000002G9tbQAC&utm\\_term=00v4N00000m1yuCQAQ&org=1674&lvl=100&ite=2](https://www.rand.org/pubs/research_reports/RRA1638-1.html?utm_source=AdaptiveMailer&utm_medium=email&utm_campaign=7014N000002G9tbQAC&utm_term=00v4N00000m1yuCQAQ&org=1674&lvl=100&ite=2)

This report summarizes the findings of research on U.S. and other armed forces' capabilities in the Arctic, the extent to which non-U.S. entities are operating where U.S. forces cannot, and how those operations might affect U.S. national interests. The authors found that the United States is lacking in capacity and, to a lesser extent, capability and that this creates risk for U.S. security.

## Research Questions

How do the U.S. armed forces' capabilities differ from those of other countries operating in the Arctic, including the Russian Federation, the People's Republic of China, and the European Union?  
To what extent are foreign military and commercial entities operating in parts of the Arctic inaccessible to U.S. armed forces, particularly in the surrounding waters?

## Key Findings

### The United States has important Arctic military capacity and capability shortfalls

- A primary limitation for the United States is capacity and, to a lesser extent, capability in certain areas (e.g., communications, domain awareness, and logistics).
- The U.S. armed forces' most-urgent needs for Arctic access and presence fall into the following categories: assets with proximity to support response; multidomain awareness and communications; infrastructure for response and logistics; sufficient cadre of personnel trained, current, and proficient with the skills to operate in this harsh environment; tactics and equipment for low-probability, high-impact incidents; and the ability to scale presence.
- Leaving these attributes without resolution could lead to several types of risk to U.S. regional interests, including the following: potential inability to fulfill responsibilities (e.g., for search and rescue and oil spill response) when called on; loss of life, property, economic potential, and environmental integrity; limitations in being able to operate with and rely on partners; growth in Russian control and potential for aggression in concert with a loss of possible opportunities to engage in positive diplomacy; development of Chinese regional influence; accidental escalation of NATO–Russia tensions; and global perception of U.S. absence and a security void, which would exacerbate some of the other risks.

## Recommendations

- Bolster momentum in implementing the Arctic strategies of the U.S. Department of Homeland Security (DHS), the USCG, the U.S. Department of Defense, and the military services. Regularly updating strategy documents, formalizing actions and collaborations through implementation plans, advocating for stronger emphasis on the Arctic in national-level strategies and plans as appropriate, and continuing to place liaisons in other U.S. government and foreign-partner offices would help enable momentum and continuity of effort.
- Continue efforts to expand funding for priority U.S. Coast Guard and DHS needs, such as icebreaking vessels and logistics nodes.
- Seek opportunities to benefit from commercial investments. This could be an opportunity to take advantage of commercial innovation and form early partnerships.
- Strengthen research partnerships, including coordination with academic institutions and among DHS and Department of Defense organizations.
- Strengthen international partnerships, including through tactical engagements and expanding information-sharing where possible.



defensive capabilities. Achieving this end could be hindered at least in part by the priority attribute, although we acknowledge that undertaking a decision at the national level to prioritize more resources for the Arctic would necessarily reduce resources for other important missions. This report does not offer any recommendations as to whether the Arctic should be prioritized, just that more assets might be available for the region if it were afforded even higher priority.

Capability issues also exist, most prominently for domain awareness, communications, logistics, and USCG defensive measures. However, these are, in part, similar challenges for all Arctic actors. The main difference is that some other actors have prioritized their existing capabilities for Arctic operations to a greater extent than the United States has, and they have invested in capacity (i.e., having more instances of those capabilities). Finally, even where allies and partners have capabilities that can mitigate U.S. military shortfalls in the Arctic, being able to rely on those capabilities requires a high degree of interoperability.

Leaving these issues without resolution could lead to several types of risk to U.S. regional interests, including the following:

- potential inability to fulfill responsibilities (e.g., for search and rescue and oil spill response) when called on
- loss of life, property, economic potential, and environmental integrity
- limitations in being able to operate with and rely on partners
- growth in Russian control and potential for aggression in concert with a loss of possible opportunities to engage in positive diplomacy
- expansion of China's regional influence
- accidental escalation of NATO–Russia tensions
- global perception of U.S. absence and a security void, which would exacerbate some of the other risks
- lack of control over Arctic narratives.

## Recommendations

We developed a series of recommendations based on the research findings to further bolster the USCG's ability to work with fellow armed forces to secure U.S. regional interests, domestic and international, which we present in this section.

### **Bolster Momentum in Implementing the Arctic Strategies of the U.S. Department of Homeland Security, the U.S. Coast Guard, the U.S. Department of Defense, and the Military Services**

Funding and the need to attend to other priorities can make it challenging to bridge the gap between strategy and action. Regularly updating strategy documents, formalizing actions and collaborations through implementation plans, advocating for stronger emphasis on the Arctic in national-level strategies and plans as appropriate, and continuing to place liaisons in other U.S. government and foreign-partner offices would help enable momentum and continuity of effort.

### **Continue Efforts to Expand Funding for Priority U.S. Coast Guard and U.S. Department of Homeland Security Needs**

No single investment will resolve all the challenges identified in this and other reports (i.e., there is no silver bullet). However, this research further establishes the basis for certain needs that the USCG and DHS have

already identified. Given the USCG's leading role and responsibilities in much of the Arctic, these needs should be addressed to improve collective U.S. capabilities in the Arctic, including those that involve other services.

First, fund additional icebreaking vessels to mitigate some surface maritime presence shortfalls, enabling the USCG to be simultaneously present in both the western and eastern parts of the North American Arctic and in the various approaches to these areas, in addition to fulfilling Arctic responsibilities. Adding ice-breaking vessels would also increase the likelihood that an icebreaker would be close enough to any event in the Arctic to effectively address it in a timely manner. However, planning for future icebreaking capabilities must consider that most of the regional activity will occur in the increasingly protracted warmer months, so other vessels with the appropriate strengthening or hardening could also be used to meet some capacity shortfalls.

Second, complete the deepwater port at Nome, Alaska. This will emplace a more capable key maritime logistics node in the U.S. Arctic,<sup>1</sup> more than 700 miles north of the one at Dutch Harbor in southern Alaska. The vast distances in the Arctic make it difficult to respond within a few days in many locations without port infrastructure to host ships and support operations. Equitable engagement on local cultural and environmental issues is key to the success of this future infrastructure.

Third, consider making more use of naval facilities along the New England coast to support operations on the other side of the North American Arctic. An Atlantic base is particularly important for increasing responsiveness and on-station time in the vicinity of Canada and Greenland and in the European Arctic. Partnering with Canada could also be useful in this respect as it completes refurbishment of its Nanisivik Naval Facility in Nunavut, in northeastern Canada, which could also help support U.S. Arctic operations in eastern North America and Europe.

Fourth, identify low-hanging fruit for domain-awareness and communication investments. This could involve carefully reviewing the design of new cutters and considering what missions these might conduct that could require specialized capabilities, such as undersea monitoring equipment, to support the defense readiness mission. This could also involve working with joint partners to determine whether the USCG and other DHS components, as needed, can take advantage of existing U.S. Department of Defense contracts or plans to buy equipment and services that could help limit the cost for DHS.

## Seek Opportunities to Benefit from Commercial Investments

Commercial enterprises are working on solutions for domain awareness, communications, and logistics in the region knowing that potential consumers include not only other businesses but also local communities, the military, and other government agencies. This presents an opportunity for USCG and perhaps broader DHS R&D and acquisition to take advantage of commercial innovation and form early partnerships to ensure that designs meet their specific needs and to gain access to capabilities (e.g., bandwidth, novel concepts for mobile infrastructure) in the early stages of deployment, when demand might exceed supply.

## Strengthen Research Partnerships

Several U.S. entities—such as the University of Alaska, the USCG R&D Center, and the U.S. Navy's Office of Naval Research—have strong Arctic technology research programs. DHS-wide and USCG leveraging of these institutions for Arctic expertise should continue. DHS and the USCG should also continue coordinat-

---

<sup>1</sup> Naturally, some important local community and environmental factors must be considered.



Arctic shipping.<sup>135</sup> On orbit, China has 132 satellites: nine for communications, 45 for navigation, 29 for ISR, eight for meteorology and oceanography, and 41 electronic intelligence and signal intelligence (SIGINT) satellites. Most of these 132 satellites do not appear designed for Arctic-specific purposes, although efforts might be underway to monitor Arctic shipping routes from space.<sup>136</sup>

As of this writing, China does not possess any other dedicated Arctic military assets or permanent Arctic civilian centers or infrastructure. It does, however, maintain a scientific presence at Ny-Ålesund, Svalbard, Norway, and the China Iceland Arctic Research Laboratory near Kárholl, Iceland. The China Meteorological Administration publishes daily weather reports and radar and satellite images of the Arctic region.

We summarize China's broader military capabilities here as well, noting again that these are not intended or designed for use in the region. Under the surface, China has a submarine fleet that consists of six Jin-class (type 094) SSBNs, six type 093 SSNs, four type 093-A SSNs, and 46 nonnuclear hunter-killer antisubmarine warfare submarines. Like the USN's submarines, the People's Liberation Army (PLA) Navy (PLAN) submarines could operate below and through the ice. Although they are large and powerful, the PLAN, PLA Air Force, and China Coast Guard do not have any Arctic- or Antarctic-specific capabilities. China has no Arctic-specific brigades. However, potential brigades for Arctic utility include 15 special operations brigades, including the Snow Leopard Commando Unit, that have approximately 400 troops. China's aircraft capabilities are not Arctic specific. For ISR, they include one regiment with a JZ-8F Finback and one brigade with a JZ-8F Finback. Chinese airborne early-warning and control aircraft include one regiment with KJ-500 and one regiment with a KJ-200 Moth, KJ-2000, and Y-8T. SAR aircraft include four brigades that can have a Y-5, an Mi-171E, and a Z-8, as well as one regiment with a Y-5, an Mi-171E, and a Z-8.<sup>137</sup> In Appendix B (available online), we discuss additional information on China's Arctic ambitions and activities.

## Commercial

We have already referred to some commercial capabilities in this report, especially with respect to icebreaking. There are too many entities to describe each individually. Instead, we supplement the country-by-country discussion above by noting some types of commercial capabilities that are also present in the Arctic. Some aspects of this discussion could also include not-for-profit organizations, but the majority of focus is on commercial ones. Many times, a commercial organization can be more agile in its activities than a government organization and access funds that a government entity cannot, which is why some of the most-important innovation in ice capabilities is in the hands of commercial organizations. Depending on what partnerships have been forged, some countries might benefit more than others from these commercial capabilities. Here, we focus on three primary areas that are particularly challenging in the Arctic:

- domain awareness and communications
- fixed shoreside infrastructure
- mobile platforms.

U.S. firm Edison Chouest Offshore, for instance, operates the *Aiviq* as a charter icebreaker for Shell and other contractors.<sup>138</sup> The U.S. government has considered purchasing or leasing the *Aiviq* because of

<sup>135</sup> Heiner Kubny, "Chinese Microsatellite Monitors Polar Regions," *Polar Journal*, July 25, 2020.

<sup>136</sup> Malte Humpert, "China to Launch Satellite to Monitor Arctic Shipping Routes," *High North News*, December 8, 2020.

<sup>137</sup> International Institute for Strategic Studies, 2021a.

<sup>138</sup> Professional Mariner, "Aiviq: Pride of Shell's Alaskan Drilling Fleet," October 16, 2012.



# Planned Research Vessel Movements: 2024 Research Season

Each spring, summer, and fall, numerous research vessels travel through Alaska and Arctic waters. IARPC and federal agencies compile planned research expedition dates, planned routes, research goals, and locations of data-collection moorings.

Our hope is that researchers can use the information about research expeditions to coordinate activities, and that communities can use it to understand what vessels are in their waters and how to contact them if necessary. Additionally, with the list of mooring locations we aim to inform the scientific community and vessel operators of the locations of all moorings presently deployed in the Bering, Chukchi, and Beaufort seas. This will reduce the risk of damage to the moorings and facilitate collaborative science activities.

On this page you will find a spreadsheet with all planned expeditions, brief descriptions of expeditions, and a spreadsheet of mooring locations.

The spreadsheets will be periodically updated and emailed out to partners. If you would like to receive updates, [sign up for the email distribution list](#). Please contact [field.operations@iarpccollaborations.org](mailto:field.operations@iarpccollaborations.org) with any questions, or to provide additional information about upcoming expeditions.

# Download the spreadsheet of research expeditions

[Excel](#) | [PDF](#)

*Updated April 15, 2024*

# Download the spreadsheet of mooring locations

*Coming soon!*

---

## Pre-field season meeting

On April 24, [please join IARPC for a pre-field season meeting](#). At this meeting, researchers will share information about their upcoming expeditions that is relevant to other researchers and coastal communities. This meeting will be recorded and posted here.

An [IARPC Collaborations](#) account is required to view the Zoom information for this meeting. If you don't yet have an account, you can [sign up here](#).

---

## 2024 expeditions

Expeditions here are organized by location, then launch date. If an expedition will visit more than one location, it appears under both location headers. To see all expeditions at once, download the spreadsheet above, or view the calendar below.

Click each vessel photo to go to that vessel's webpage. Click each expedition track to see a larger version of the image.

**Jump to location:**

[Gulf of Alaska](#)

[Aleutian Islands Region](#)

[Bering Sea](#)

[Chukchi & Beaufort Seas](#)

[North Atlantic Ocean](#)

**Planned Arctic/Alaska Research Vessel Movements**

Today

April 2024

Print Week Month Agenda

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	Apr 1	2	3	4	5	6
GulfWatch Alaska Long-Term Monitoring of Humpback Whales (M/V B...)			Alaska Harmful Algal Bloom (HAB) Forecasting Cruise (NOAAS Oscar...)			
7	8	9	10	11	12	13
Alaska Harmful Algal Bloom (HAB)		Alaska Emerging Commerce Charting & Mapping (NOAAS Fairweather...)				NOAA Pacific Ma
14	15	16	17	18	19	20
Alaska Emerging Commerce Charting & Mapping (NOAAS Fairweather)						
NOAA Pacific Marine Environmental Laboratory (PMEL) Ocean Climate Stations - Ocean Station Papa Moorings (NOAAS Os						
Ice Seal Ecology (Spring) (R/V Norseman II)						
21	22	23	24	25	26	27
Alaska Emerging Commerce Charting & Mapping (NOAAS Fairweather)						
Ice Seal Ecology (Spring) (R/V Norseman II)						
Northern Gulf of Alaska Long Term Ecological Research (R/V Sikuliaq)						
NOAA Ecosystems and Fisheries						
28	29	30	May 1	2	3	4
Ice Seal Ecology (Spring) (R/V Norseman II)						
Northern Gulf of Alaska Long Term Ecological Research (R/V Sikuliaq)						
NOAA Ecosystems and Fisheries-Oceanography Coordinated Investigations (EcoFOCI) Spring Mooring Cruise 2024						
Alaska Emerging Commerce Charting & Mapping (NOAAS Fairweather)						

Events shown in time zone: Pacific Time - Los Angeles

Calendar

**Gulf of Alaska**



# 2024 CRUISE - RESEARCH SHIP DATES

## JUNE

21 WESTERDAM (@ Anchor)

## JULY

20 ROALD AMUNDSON

## AUGUST

03 SIKULAIQ (UAF Research)

13 NG RESOLUTION

21 ROALD AMUNDSON

21 HANSEATIC SPIRIT (@ Anchor)

27 SIKULAIQ (UAF Research)

## SEPTEMBER

2 NANSEN

5 LE COMMANDANT CHARCOT (@ Anchor)

14 SYLVIA EARLE

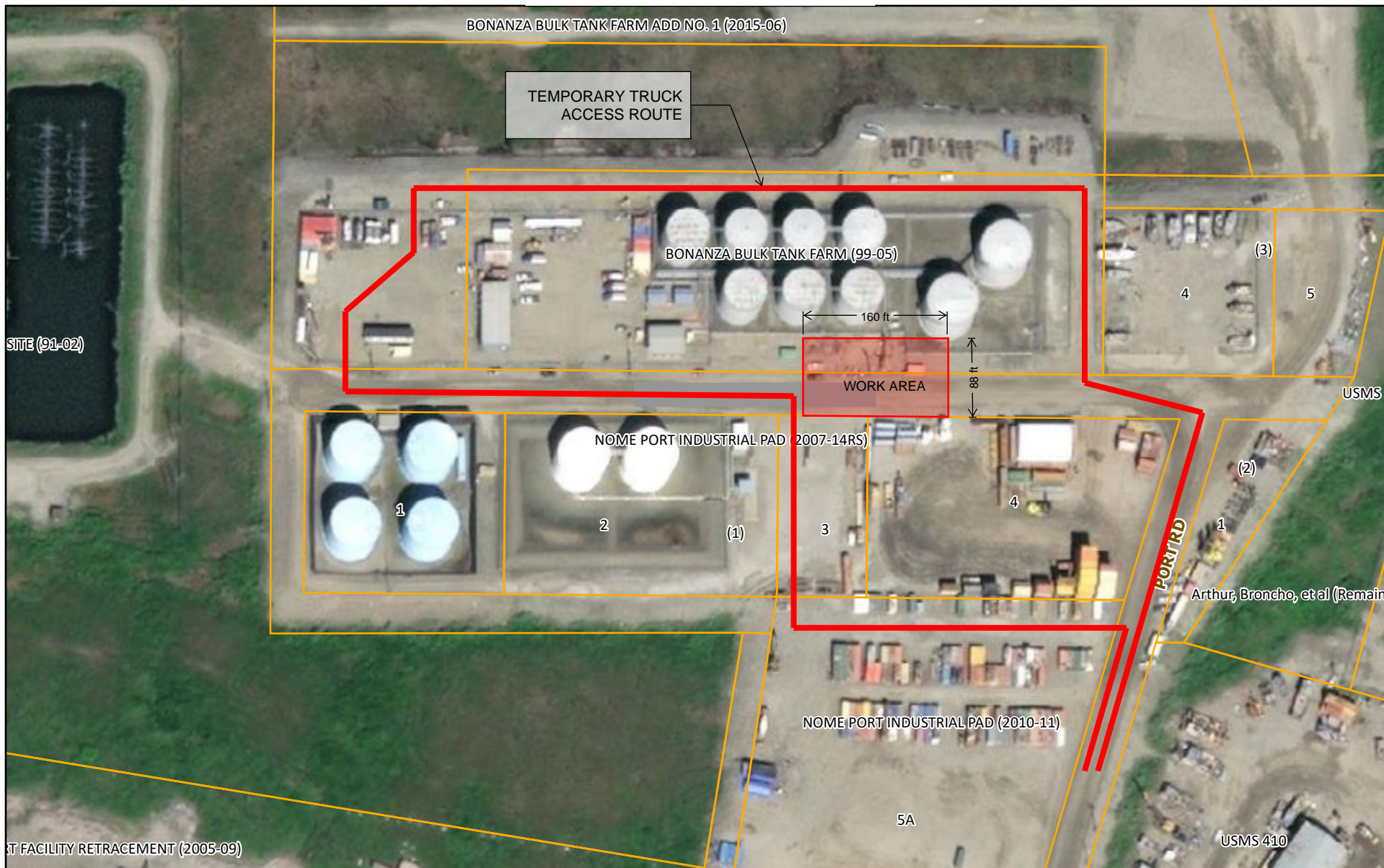
19 SIKULIAQ (UAF Research)

UPDATED — 03.08.24

DATES SUBJECT TO CHANGE



# PROPOSED TEMPORARY TRAFFIC PLAN BONANZA FUEL TANK FARM STABILIZATION (2024)

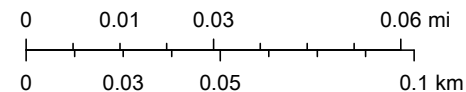


10/13/2021, 11:55:10 AM

City Limits

Parcels Joined with Taxroll

1:4,514



State of Alaska, © OpenStreetMap contributors, Microsoft, Esri, HERE,

Public User  
Copyright 2021, City of Nome

**NOME PORT/HARBOR CAPITAL PROJECTS**

ASSET REPAIR/REPLACE				Funding			
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Source	Amount	Fiscal Year
High	REPLACE OLD SHIP GANGWAY	Replace old gangway with longer and wider unit (material speculation)	Received estimate - Determining Need	UNKNOWN	PORT FUNDS	\$18K + \$5K frt	F25/26
High	HIGH MAST LIGHTING REPLACEMENT (CITY & WESTGOLD DOCKS)	Lowering Devices are still operable. All Lighting units damaged from Ice and removed 2022. Install new Lighting units on WG and City dock poles.	Seeking cost estimate for materials - Need same lights that lowering devices are designed for.	PRIOR TO FALL 2024	PORT FUNDS	\$25k	F25
High	PND RECOMMENDED FISH DOCK & FLOATING DOCK REPAIRS	Adjust east float gangway aluminum bearing plate while haul out	Port/PWR crew will install in spring prior to launch	Spring 2024	PORT FUNDS	\$2k	F25
High	REPAIR BULLRAIL CRACKING	Locate pipe rail-cut damaged sections and well new pipe to sheetpile	Port/PWR crew assessing work / materials. Welding gas, grinding wheels.	2024	PORT FUNDS	\$5k	F25
High	MIDDLE DOCK RAMP EXTENSION	Extend concrete ramp toward top of slope	Seeking cost estimates and constructing design for FEMA	2024	FEMA	UNKNOWN	F25
High	CITY AND MIDDLE DOCK ERROSION PROTECTION	EK35 for edges (dig back and refill in areas that typically wash out)	Seeking cost estimates and constructing design for FEMA	2024	FEMA	UNKNOWN	F25
Medium	SBH FLOATNG DOCKS REPAIR / RE-SKIN	Complete disassembly of Floats to sandblast and apply new heavy coating. Repair or replace timber decking and mooring cleets.	Cost estimates for returning to new condition are likely equal to full replacment of new docks. Will repair in-house F25 and F26 and explore full replacment options for F27/F28		PORT FUNDS	UNKNOWN	F25
Low	REPLACE HIGH RAMP DOLPHIN PILE CONNECTION	Replace/reengineer front batter-pile and connection to tri-pile. Original connection detached. Still working as intended for now.	Unknown solution except drive new pile	UNKNOWN	PORT FUNDS	\$10k	F25
Low	HIGH MAST LIGHTING REPLACEMENT (MIDDLE DOCK)	3 Cable system on Lowering Device. One cable broke and no longer operable. All Lighting units are removed and need replacement.	Seeking eng input on methodology for dismantle/repair. Requires Crane use.	UNKNOWN	UNKNOWN	\$100k - 150k	F28

MAINTENANCE - ONGOING				Funding			
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Source	Amount	Fiscal



High	HYDROTESTS & CP INSPECT - PORT FUEL LINES	Annual maintenance tests/inspection/maintenance on port fuel lines system to meet compliance/ensure integrity	Hydrotesting Complete CP Work Scheduled	Performed Annually	PORT FUNDS	\$26K	ALL
High	FUEL LINES - API-570 INSPECTION	Full inspection of fuel lines and CP system every 5 years.	Due in 2024 Summer season. Need Quotes	Every 5 Years	PORT FUNDS	\$25k	F25
High	Facility inspections PND	Every 5 years PND will inspect facilities				180K	F25
N/A	CSWY & INNER HARBOR SURVEY/DREDGING	There is a periodic need to survey/dredge the SBH and Snake River ramp approaches to ensure control depth maintained	Evaluate pre & post COE 2018 surveys - determine if shoaling	As needed	PORT FUNDS	\$35K	F26

Long Term, Potential, or Past Projects - Not Accounted for in Planned Expenses							
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Funding		Fiscal Year
					Source	Amount	
	GARCO BUILDING REHAB PROJECT	Demo existing walls/roof, Install new roof/panels, prep interior for insulation install - concrete curb around perimeter	Seeking suitable funding opportunity	UNKNOWN	UNKNOWN / Grant Likely	\$900K ROM	Long Term
Low	SBH FLOATING DOCK PILINGS	Replace both pilings or re-drive. Only 2 remaining from ice heaving but both crooked. West side too short. Needs extension if no replacement.	STG providing quote asap 2.9.24			Temp \$5k / Long Term \$100 - \$200k	Long Term
Low	REPLACE FENDER AT FISH DOCK	Replace failed fender pile at wye 12-13 (requires crane for installation)	Seeking cost estimate for materials	UNKNOWN	UNKNOWN	UNKNOWN	Long Term

Not Planned							
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Funding		Fiscal Year
					Source	Amount	
N/A	REPLACE CITY DOCK	Full replacement of the dock structure due to reduced life expectancy	Seeking eng input on methodology/timeline	UNKNOWN	UNKNOWN	UNKNOWN	
N/A	REPLACE WESTGOLD DOCK	Full replacement of the dock structure due to reduced life expectancy	Seeking eng input on methodology/timeline	UNKNOWN	UNKNOWN	UNKNOWN	
N/A	INSTALL HARBOR LADDERS	Installation of new ladders/purchase necessary hardware	Purchased/shipped 3 in Aug 2018 Order hardware/install June 2020	Install 2020	PORT FUNDS	\$31K \$750	F20



# Memo

To: Glenn Steckman – City Manager  
From: Joy L. Baker – Project Manager *JLB*  
CC: Mayor Handeland & Common Council; Planning Commission; Port Commission  
Date: April 15, 2024  
Re: Monthly Projects Update – April 2024

---

## **Administrative:**

### Tariff Rate Study:

Northern Economics (NE) is expected to have a final draft of the Tariff Rate Study & Analysis by 19 April, with completion by 1 May 2024. The project schedule has been pushed out a bit, it remains within budget, and will serve as a sufficient source of information for the Commission and staff to use as potential tariff changes are evaluated for the 2025 ice-free season.

### Strategic Development Plan:

PND has recently submitted the final draft of the Strategic Development Plan Update which once final, will complete Phase A of the project. Phases B and C costs were incorporated into the mid-year F24 budget amendment, and passed by the City Council on 25 Mar 2024. A contract amendment for both phases has been executed with PND, so Phase B work has now started, with Phase C to follow in May. Although the schedule has been pushed out somewhat due to conflicting timelines for public meetings and reviews, the project remains within budget.

## **Causeway:**

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

The solicitation package for Phase 1 of the Port of Nome Modification (PONM) Project was released on 27 Feb 2024. The Corps continues to coordinate with the City design teams in responding to bidder inquiries. As with many very large projects in remote locations, the Corps has decided to extend the bid due date an additional 30 days, with contractor award now anticipated for late summer 2024. All things considered, in-water construction is expected to begin in May/June 2025.

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

The final PONM Phase 1 solicitation package was released by the Corps on 27 Feb 2024. The City's design teams have been responding to bidder inquiries along with the Corps to address contractor questions, and will remain onboard to perform inspection and field coordination during construction.

### U.S. DOT Maritime Administration (MARAD) – Port Infrastructure Development Program (PIDP) Grant Pre-Award:

Port staff and consultants are presently responding to the various pre-award grant submittals required the \$11.25M grant agreement can be executed. A number of these requirements are somewhat involved and therefore could take up to 18 months to complete. *These funds will be used to cover a portion of the costs needed to purchase and construct the marine utilities for Phase 1 of the Port of Nome Modification Project. The City will provide matching funds in the estimated amount of \$16M, which will be sourced through eligible state funding. The exact amount of the match will depend on the winning bid for the work.*

Causeway Bridge Repairs and Sediment Removal:

*The Corps has awarded the contract to Bristol Engineering for the repairs to the abutment and girders on the north end of the Causeway bridge. The project field work is now scheduled for June 2024.*

Arctic Port Reception Facility – Solid Waste Disposal (Incinerator):

A potential funding opportunity with ADEC and EPA is being evaluated for this project.

**Harbor:**

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

*The City continues to make monthly inquiries on the status of this project, with District reporting they are awaiting direction from Corps HQ on how to proceed. The delays on this issue have also been submitted to Alaska Delegation staff members for action. Recent information indicates there has been movement at Corps HQ on this project.*

Snake River Moorage Facility:

A funding application was submitted to the USDOT RAISE Program in late Feb 2024, for final design and construction of this project.

**Port Industrial Pad:**

West Nome Tank Farm (WNTF) - Property Conveyance:

*The USAF has just returned the final drafts of the Quit Claim Deed and Environmental Covenants that should be the last round of reviews by the City and ADEC. If all is in order, this will move the 7-acre conveyance into the signature/execution phase within the next few months.*

Thornbush Laydown Site Development (TBS):

*Dredge spoils from the port expansion and inner harbor project have been given clearance by two ADEC programs (Solid Waste and Contaminated Sites), to be disposed of in the undeveloped 9-acre portion of this property. The spoils will require dewatering before serving as a hardened base layer to the specified fill and surfacing to complete development of the 18-acre parcel. Development is ongoing to create additional laydown area for the facility.*

*Over the summer, Public Works filled depressions on the pad to maximize the usable surface before winter. This repair/prep will allow relocations of containers, dredges and equipment in 2024 for construction setup.*

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

*This state STIP project has been postponed to approximately 2028/2029 to avoid conflicting with the significant increase in haul traffic during the port expansion.*

**FEMA DR4672 Merbok Recover Projects:**

Inner Harbor Dredging – South Wall and East Ramp:

The City await FEMA's environmental (EHP) review of the removal of the sediment positioned along the south and east areas of the small boat harbor, in order to award the work to the single bidder received in 2023. FEMA has approved the existing Scope of Work (SOW), and once the EHP is complete, will authorize funds through an Obligation Award Document so work can be done in the 2024 season.

Cape Nome Jetty Repair:

The 95% design repair drawings, specs, and bid docs has been shared with FEMA, along with a scope of work change request to incorporate the construction costs into the project budget. FEMA is doing the required reviews, which hopefully result in the necessary approvals so the work can be put out for solicitation, and construction can still occur in the 2024 season. The City has requested expedition.

---

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