



## Alaska Marine Policy Forum

Summary from Wednesday, June 15, 2022

Host: Sheyna Wisdom

Notes by Dawn Montano

*The Alaska Marine Policy Forum is a bimonthly teleconference for Alaskans to network and share information about marine policy, budgets, and legislation at state, national, and international levels, sponsored by Alaska Sea Grant and the Alaska Ocean Observing System (AOOS). Contact [dawn.montano@alaska.edu](mailto:dawn.montano@alaska.edu) to receive email reminders and agendas for upcoming calls, and summary notes following each meeting.*

### *Alaska Congressional Delegation Update*

#### ***Jamie O'Connor, Senator Murkowski's Office***

- The Ocean Regional Opportunity and Innovation Act of 2022 ([S.3866](#)) that was co-sponsored by Senator Murkowski is in committee review. The Act would establish ocean innovation clusters nationwide. A house companion version of this bill has been introduced.
- The Senate is working with the House on the United States Innovation and Competition Act (USICA) ([S.1260](#)), which contains the Blue Globe Act ([S.140](#)) and the Blue Carbon for Our Planet Act ([H.R.2750](#)).
- Appropriations project: Senator Murkowski has been accepting requests for congressionally directed spending requests. [Find all of Senator Murkowski's requests on her website.](#)
  - In this request there is research funding for salmon, crab marine mammals and support for surveys and other ocean research at the agency and programmatic level.

#### ***Carina Nichols, Senator Sullivan's Office***

- [NOAA administrator Janet Coit](#) visited Alaska. Senator Sullivan's office had opportunities to talk with her about various concerns and priorities.
- The American Fisheries Advisory Committee Act ([S.497](#)) was recently signed into law.
  - Senator Sullivan has advocated for this and is closely following the process as NOAA works to enact.
- Alaska Salmon Research Task Force Act ([S.3429](#)).
  - Passed committee in May and hopeful to see it move through the Senate.
  - At this time, there are no funds directly within this bill. This is an authorizing bill.
- Interesting events:
  - Our Ocean Conference was held in the Republic of Palau on April 13-14, 2022. For US deliverables from this conference, visit <https://www.state.gov/our-ocean-conference-closes-in-palau-with-more-than-400-commitments-to-protect-ocean-health-and-security/>.
  - The [UN Oceans Conference](#) will be held in Lisbon in late-June 2022.

### ***Representative Gerab Tarr, Alaska House of Representatives, House Fisheries chair***

- The House Fisheries Committee worked on oversight hearings on the Commercial Fisheries Entry Commission (CFEC). Following one of the hearings, the commissioner resigned. Glenn Haight is the new Commissioner.
- Representative Tarr wants to thank this group for their input related to the issue of bycatch. A hearing on that was held just before the session started. This is an enormous topic, there is now a task force.
- The House Fisheries Committee discussed climate related impacts on fisheries in Alaska.
- If you were unable to tune in and are interested, visit this [link to House Fisheries legislative hearings](#) to see audio/video links to hearings, including presentations.

### ***Invited Speaker***

#### ***Presentation by Steve Ribuffo, Director, Port of Alaska***

Topic: Port of Alaska expansion in Anchorage

- Mr. Ribuffo provided an update on the completion of the first phase of our Port of Alaska modernization program, which is the construction of a new joint-use petroleum and cement terminal (PCT).
  - 2020 construction season saw a significant amount of pile driving and a platform was built along with cantilevers off the trestle. This is where all the petroleum pipes will lay that are coming off the host tower for the next section.
  - 2021 construction season included building appurtenances on the platform and girder work stretched out to the right and left of the platform. This is where the mooring and breasting dolphins (where ships are tied up) and rubber flexible fender systems will be. Also, pipelines for six different fuel types were built coming off the petroleum dock from the hose tower. Four feet was added to the dock for sea level rise. This dock will have a 70-year lifespan and is built to withstand an earthquake equal to the 1964 Good Friday Earthquake. Tides in this area have a 35-foot swing, therefore a 2-story control building was built (was raised for safety reasons). All in-water construction was completed.
  - Left to do: landside clean-up and repaving, south floating dock relocation for small boats and fire department, final dredging to operational depths for tankers, and first fuel delivery in the test capacity (before winter).
- PCT financing recap
  - About \$225 million total
    - \$28M State Capital Grant (2012)
    - \$48M SB160 State Grant (2013)
    - \$50M State GO Bond (2013)
    - \$20M State Grant (2019)
    - \$25M Federal MARAD Build II Grant (2019)
    - \$20M Federal MARAD PIDP Grant (2019)
    - \$13M Port Cash/Equity
    - \$20M Bond proceeds (repaid with PoA tariffs)
- Infrastructure Investment and Jobs Act (IIJA) and port infrastructure nationwide

- US DOT operations fund roads, rail, airports, even bike paths, etc. not ports. Ports are all grant funded programs. IJA additional dollars are being added to those grant programs.
- In 2022, asked for two separate \$69M grants, \$40M “Congressionally Directed Spending”, and the Port Security Grant Program (FEMA program for all thing security related, e.g. security cameras, fencing, lighting)
- What’s next for the Port of Alaska
  - Design and permitting for new cargo docks are underway (within the next couple years). This will be an 8-10 year effort.
  - North Extension Stabilization, which is a removal and recreation of a shoreline at the north end for some failed construction. That was done under the guidance of the maritime administration of the early parts of the old intermodal expansion project that, unfortunately, is unsalvageable and needs to be replaced. This needs to be completed before the start of the cargo docks construction because a ship maneuvering area needs to be freed up. This work will begin summer 2022.

After the presentation, questions were asked about marine mammal compliance and monitoring. How did the Port of Alaska deal with this and if there were innovative technologies used?

- The construction stopped several times due to the size of the marine mammal monitoring zone. The monitoring stations are not only on the Port, but reach out to Point Woronzof. In the 2021 season, the size of the zone doubled which made monitoring very difficult.
- In year one of the project, when over 80 piles were driven into the seabed, a technology called a bubble curtain was used. A larger pile is set over the pile you're driving. Inside of it is where you drive the pile that is going to be there for the structure. Before you start the pile driving air is injected into the water. This creates a bubble array that dissipates and muffles the sound of the pile drive. That was done for every pile that was driven.
- Data were collected by the Port of Alaska and the construction and the engineering companies. The data collected included construction techniques and was passed onto the agencies.
- Another new technology used was to reduce the number of piles in the construction of the mooring dolphins. Old technology for the mooring dolphins was a center pile with six batter piles set at an angle to support the structure. In the new structure, they used a mono-pile (12-feet in diameter and 2 inches thick). This led to only nine piles that had to be driven versus 72 piles. They are looking at using this technology for the cargo dock not only in the mooring dolphins but the structure as well.

## *Announcements*

### ***Keith Criddle, Professor of Marine Policy, University of Alaska Fairbanks, College of Fisheries and Ocean Sciences, Juneau***

- The Northwest Commission on Colleges and Universities has approved the addition of the joint UAF College of Fisheries and Ocean Sciences-UAS School of Arts and Sciences Master of Marine Policy (MMP) program. The program is now accepting applicants for Fall 2022. This is a 30-credit course-only program with an internship requirement. Required and elective courses are available in person in Juneau or by videoconference.
  - Students will be able to select from 72 courses to meet their unique interests and needs in the area of law and regulation.

- Students are placed in internships, mostly during the summer, which allows them to pursue classes during the academic year and complete the program within one calendar year.
- Working professionals or those pursuing the program half-time will be able to complete the program within two years.
- Contact [Keith Criddle](#) if you have any questions or if you know someone that would be interested. Dr. Criddle will serve as the program coordinator and advise students on course availability and program requirements.

***Darcy Dugan, Alaska Ocean Acidification Network***

The [Alaska Ocean Acidification Network just launched a new website](#) that has a new look and feel and new content. For example, a species response section now includes information on ocean acidification research for species that have been studied in Alaska.

***Lynn Palensky, North Pacific Research Board***

The North Pacific Research Board has a call out until June 30 for research priorities to be considered for the next request for proposals cycle. Research priorities that come in are coordinated with those from the North Pacific Fisheries Management Council priorities and others.

<https://www.nprb.org/core-program/request-for-proposals/>

NPRB is soliciting nominations for its Science Panel and for its Advisory Panel. If you know people who would be interested or qualified, then please feel free to forward the information.

<https://www.nprb.org/>

*The next Alaska Marine Policy Forum call will be August 17, 2022 at 1 pm Alaska time.*