routes run after 11pm, and the AWHS lack of time, and the vessel is one of the vessels. The crew runs under the International Maritime Rules (IMR), which requires that the needed is only to be provided. The required is the same certification for crews operating under the International Maritime Rules (IMR). A vessel is due to be delivered to the ship's owners in the fall. The process to deliver shipyard kits for vessels. For the AWHS Sound Service Gap from the previous site, to deliver a long term plan. The task is to reposition long term. The long term plan is to deliver a long term plan. The vessel is one of the vessels. For vessels, the vessel is one of the vessels. The vessel is one of the vessels.

Fairweather Update

The Fairweather will complete revenue service on November 18, 2018 in Prince William Sound, and will continue to remain in an unmanned layup in Prince William Sound, a vessel. The change continues to remain in an unmanned layup in Prince William Sound, a vessel.

Changeg Layup Update

The Fairweather has a new layup that includes a dry bulk vessel. The vessel was delivered to the ship's owners in the fall. The process to deliver shipyard kits for vessels. For the AWHS Sound Service Gap from the previous site, to deliver a long term plan. The task is to reposition long term. The long term plan is to deliver a long term plan. The vessel is one of the vessels. For vessels, the vessel is one of the vessels. The vessel is one of the vessels.

Fleet wide Lifesaving Equipment Upgrades

The AWHS has received a SOLAS waiver for the M/V Matanuska to run into Prince Rupert in place of the Matanuska. The vessel will be updated to a SOLAS waiver for the M/V Matanuska to run into Prince Rupert in place of the vessel.

Malaspina SOLAS waiver

Revenue service in July 2019

Portland Oregon, and commenced in November 2017, and current plans have the vessel re-commencing Portland Oregon, and commenced in November 2017, and current plans have the vessel re-commencing operation.

Malaspina SOLAS waiver

Revenue service in July 2019

Portland Oregon, and commenced in November 2017, and current plans have the vessel re-commencing operation.

M/V Matanuska Repower Winter 2018 to June 2019

Vessels

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Vehicle Elevator | Vehicle Loading Ability | Stern & Side (Port & Starboard) •
Cars Only | 54 •
Vans & Cars | 17 Vans & 8 Cars •
Cruise / Service Speed | 15 Knots •
Air Draft | 90 Feet •
Design Draft | 15' - 16' - 6" (end of service life) •
Breast Over All (80A) | 71 Feet •
Depth | 24.5 Feet •
Length Over All (10A) | 330 Feet •

Customs Replacement Vessel Characteristics

Delivering the ship for Revenue Service by December 2022, or early 2023,
dependent upon the buy America waiver request approval process. AMS continues to plan on
FHWA in an effort to get the needed waivers approved.

AMS management is actively working with the offices of Senators Sullivan and Murkowski along with
Administration in Washington D.C.

Under approval of reference. Of note, very few waivers have been approved under the current
First approval of reference. Of note, very few waivers have been approved under the current
D.C. Undergoing a review process. Pending initial approval, the waiver will then be posted for public
Currently the Buy America waiver request is with the Federal Highway Administration in Washington

The P&Z project was in the FY 15 capital budget which has been approved. Therefore the state now has
The 100% P&Z (Plans, Specifications and Estimates) package is complete.

Customs Replacement Vessel Project

CIP’s. Vessel receiving upgrades will be the Matanuska, Malaspina, LeConte, Aurora, and Lutia.
Upgrades to public spaces will also include cabins. Work will be completed during vessel overhauls and
A Federal funded project that will allow millions of dollars under the vessel replacement.

Passenger Service Upgrade Amenity Project

New reservation system hand held scanners.

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Satellite Communications System
Asset Management System

Construction is progressing well and Vickers Shipyards is now inching a December 2018 delivery.

The hubbard command center service during May 2017, securing Juneau, Juneau, Juneau, and Skagway. The hubbard the ship's acceptance criteria, the ship's plan is for the Tazlina to operate as a day vessel.

The Tazlina was christened on 8/11/18. The GO Forward plan for Tazlina is to finish the sea and dock.

Alaska Class Ferries

Customers and staff: come up since the GO live, and continue to make improvements so as to increase efficiencies for both.

The hand held scanners work well with cellular connectivity, although in ports without a cellular location.

The new reservation system is now being used throughout the system, while implementation of the

New Reservation System

- Officer & Crew Maintenance Law Requirement
- Passengers | 250 (berths for 204)
- Vessel Lane Length | 1180 Feet

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The project is ongoing with coordination and discussion occurring between the State and the City of

Shagway.

Prince Rupert.

and safe, and is also looking at other possible docking options to assure continued stable service to

AWHS is continuing to conduct minor repairs and maintenance in an effort to keep the facility functional

Juneau for initial review before being sent to Washington, D.C. for consideration. In the meantime,

compliance issues, and on January 29, 2018 DOE sent a Buy America Waiver Request to FHWA in

Prince Rupert ferry terminal dock replacement project remain in a stalemate over Buy America act

Prine Rupert

Terminals

 Terminals

management and to solicit their suggestions regarding vessel cost savings and efficiency suggestions.

and cost to operate the terminals. This effort is intended to engage the ship's officers with shore side

AWHS management continues to provide vessel captains and senior vessel crew with monthly financial,

Financial Reports to Ship Captains.

Individual ships.

designing and building a new electronic database system for tracking the physical condition of the

Malheur’s Columbia, Tustumena, Avatar, Auriga, Mariners, and Kennebec. The contract also included

AWHS Contractor Cislak Associates has completed the yearly vessel condition surveys for the

AWHS Fleet Condition Survey Report

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The project includes work to install an east stern berth dolphin, along with associated sewer and shore the

Auke Bay Terminal Improvements

Completed in December 2019.

Storage tanks. A consultant for the project is currently being procured. The project is expected to be

Petroleum, Ketchikan, Cordova, Sitka, and Valdez are being removed and replaced by above ground

Eight underground diesel storage tanks located at state owned terminals in Skagway, Juneau, Wrangell,

Underground Diesel Storage Tank Removal

Project is expected to be completed in September 2019.

Wastewater systems located at state owned terminals in Auke Bay, Sitka, Haines, and Skagway. The

Preliminary design work and environmental scoping is ongoing for the replacement of in ground

Waste Water Treatment System Replacement

Construction is expected to be completed in December 2019.

City of Juneau. A design consultant has been selected and the notice is expected to be released by the

Project scoping is underway and a conceptual alternative design has been approved and selected by the

Tennake Springs Dock Replacement

2019.

completed and design is underway. The construction is now expected to be completed in September

In December 2013, a storm damaged the facility. The environmental document work has been

AMHS Gastineau Terminal Improvements

possible funding options for construction of the marine layup facility, which is in an ongoing effort.

Details still need to be worked out between the state and the CPoF regarding the environmental aspects

Design work on the Berth #1 transfer bridge will be completed in March 2020.

remaining utility work on the Berth #3 transfer bridge will be completed. The Berth #3 side fender expansion and

Berth #5, along with some utility work being completed. The Berth #3 side fender expansion and

The first phase of the project consisted of a dolphin upgrade, a covered walkway from the terminal to

walkway structure over the existing slipway from the terminal building to the Berth #3 slipway, and

Ketchikan Terminals' plan to erect a new utility building between Berths 3 and 4, refurbishment of

Transport and Logistics Components, the Berth #3 forecast construction of a new pedestrian covered

nothing. The project consists of the replacement of some of the existing vessel berthing and

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drafting the report to follow.

The annual shore side marine terminal inspections for FY 2018 are underway, with the process of

Shore Side Condition Survey

...that additional work soon.

change orders for additional security fencing and pursers shack still remain. AMLHS plans to complete

This project is completed although not closed out yet, and not turned over to the City of Kodiak as

Kodiak Terminal

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