

**Alaska Marine Highway System - Vessel and Terminal
Overhaul and Rehabilitation**

**FY2014 Request: \$12,000,000
Reference No: 30624**

AP/AL: Allocation

Project Type: Renewal and Replacement

Category: Transportation

House District: Statewide (HD 1-40)

Location: Statewide

Contact: Michael A. Neussl

Impact House District: Statewide (HD 1-40)

Contact Phone: (907)465-6977

Estimated Project Dates: 07/01/2013 - 06/30/2018

Appropriation: Asset Management

Brief Summary and Statement of Need:

The Alaska Marine Highway System (AMHS) requires annual maintenance and overhaul on vessels and at terminals, particularly components or systems whose failures impact service in the short term. Annual overhaul of vessels is necessary to pass United States Coast Guard (USGS) inspections and obtain a Certificate of Inspection (COI) necessary to operate in revenue service.

Funding:	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	Total
Gen Fund	\$12,000,000						\$12,000,000
Total:	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$12,000,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

Prior Funding History / Additional Information:

- Sec1 Ch17 SLA2012 P136 L16 SB160 \$10,000,000
- Sec7 Ch17 SLA2012 P167 L26 SB160 \$5,455,000
- Sec1 Ch5 SLA2011 P99 L21 SB46 \$8,000,000
- Sec1 Ch43 SLA2010 P3 L19 SB230 \$4,000,000
- Sec7 Ch43 SLA2010 P35 L27 SB230 \$8,000,000
- Sec1 Ch15 SLA2009 P21 L17 SB75 \$702,100
- Sec10 Ch15 SLA2009 P59 L3 SB75 \$6,000,000
- Sec13 Ch29 SLA2008 P158 L17 SB221 \$9,900,000
- Sec1 Ch30 SLA2007 P78 L14 SB53 \$1,944,000
- Sec20 Ch30 SLA2007 P151 L3 SB53 \$13,444,500

Project Description/Justification:

This request funds numerous recurring maintenance tasks and improvements to the vessels. The majority of the funds being requested are spent in Alaska shipyards and with Alaska suppliers and vendors.

Overhaul work consists of inspection, repair, and maintenance that cannot be performed while the vessels are operating. An overhaul period of approximately six weeks is set aside every year during which each ship is in dry-dock and the scheduled work is accomplished. This work is performed in

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Alaskan shipyards unless it is combined with a Federal Highway Administration project competitively awarded to an out-of-state shipyard. In performing overhaul work, the Alaska Marine Highway System must meet the inspection requirements and standards of safety and seaworthiness of two entities, the Classification Societies (American Bureau of Shipping (ABS) for steel hulled vessels and Det Norske Veritas (DNV) for the aluminum hulled fast vehicle ferries) and the United States Coast Guard (USCG). None of this work is discretionary. At the end of the overhaul period, the vessel must pass a USCG inspection to obtain a Certificate of Inspection (COI). This certificate is mandatory to operate for the next year.

In addition to the work required by ABS, DNV, and the USCG, we perform work recommended by equipment manufacturers and work that our Port Engineers determine to be sound equipment maintenance practices. We have some discretion about this work that is prudent, but not mandatory. For example, painting the hull is not required, and we could sail with badly deteriorated paint. However, paint protects the hull from deterioration. In the long term, the value of asset protection greatly outweighs the cost of the painting. In the past few years, we have had to focus overhaul funds on required items and have deferred much of the discretionary work.

In FY2014 we expect to accomplish a number of needed upgrades and equipment purchases including several major propulsion engine overhauls as well as auxiliary engine overhauls. A continuing source of increased costs is maintenance of new installed systems and equipment (primarily safety related) required to be added to the vessels by the International Maritime Organization's Safety of Life at Sea (SOLAS) regulations and similar U.S. Code of Federal Regulations Subchapter "W" provisions. While federal funds provide the systems and equipment, state CIP funds must be used to maintain them once installed.

**Alaska Marine Highway System
SFY14 Vessel Annual Overhaul Maintenance and Repair Estimate**

M/V Kennicott	\$ 993,500
M/V Columbia	\$1,257,000
M/V Matanuska	\$ 856,600
M/V Tustumena	\$ 829,000
M/V LeConte	\$ 825,000
M/V Aurora	\$ 740,600
M/V Malaspina	\$1,150,000
M/V Lituya	\$ 600,400
M/V Fairweather	\$ 850,000
M/V Taku	\$ 847,900
M/V Chenega	\$ 850,000
Travel and Per Diem Expenses	\$ 550,000
Various Technical Representatives including ABS Surveyors	\$ 650,000
Parts and Supplies/Discovery	<u>\$1,000,000</u>

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Estimate:

\$12,000,000

This funding may also be used for terminal maintenance and repairs or equipment and component replacement and rehabilitation projects as available due to favorable bids or parts pricing.