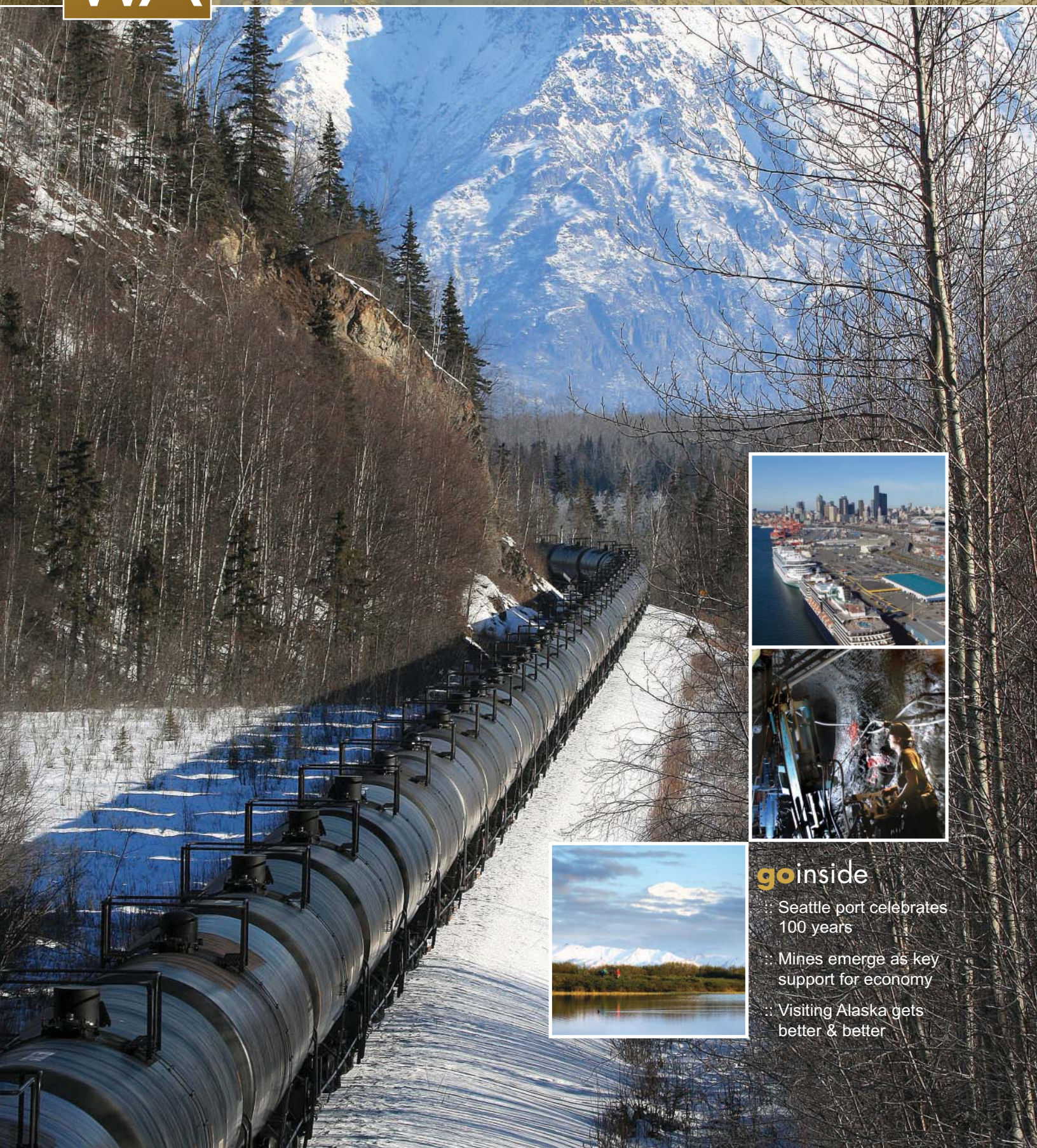


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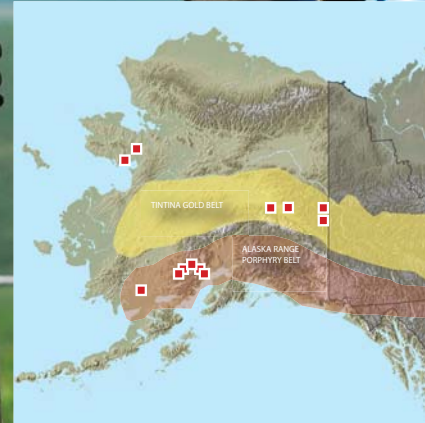
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*Alaska-Washington Connection is an annual publication of Business to Business Magazines, a division of Anchorage-based Petroleum Newspapers of Alaska LLC, which publishes the weekly newspaper Petroleum News, online at [www.petroleumnews.com](http://www.petroleumnews.com)*

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Printed at Alaska Printing in Anchorage, AK.



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Cover photo: On March 6, 2011, a southbound Alaska Railroad freight train heads toward Anchorage nearing the end of its 356-mile, 12-hour overnight run from Fairbanks. Having just crossed the long Knik River Bridge, the train is about 30 miles from its destination. Snow-capped peaks of the Talkeetna Mountains rise in the background. Alaska Railroad Corp. is a major supplier to Alaska's oil and gas industry, hauling heavy equipment, cement, drilling mud, pipe, chemicals and other commodities shipped primarily from Puget Sound and Washington State northbound and refined products from North Pole, Alaska southbound. The tank cars on this train are loaded with refined jet fuel moving from the Flint Hills Resources refinery in North Pole to the FHR terminal at the Port of Anchorage. The Alaska Railroad provides daily overnight service in both directions between Anchorage and Fairbanks 365 days a year. Courtesy David Blazejewski for Alaska Railroad Corp.

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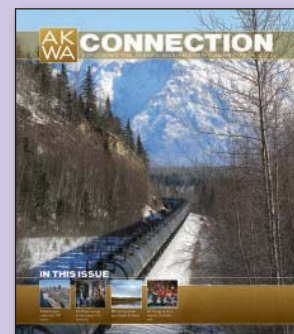
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## INTRODUCTION

# Mining boosts AK-WA trade

By Rose Ragsdale

Alaska-Washington Connection

Welcome to the “The Alaska-Washington Connection – 115 Years and Counting.”

The dynamic relationship between Alaska and Washington born with the advent of the Alaska Gold Rush in 1896 continues to serve the increasingly complex needs of the Last Frontier. As we move into the second decade of the 21st century, the economic, social and political ties between these two regions are more critical than ever to their mutual well-being. Thanks to a recent upsurge in mining activity and public investment in infrastructure and alternative and emerging energy projects, Alaska’s economy and by extension, the Pacific Northwest, are holding their own in today’s challenging economic environment.



In addition to a robust hardrock mining industry, Alaska has a thriving placer gold mining sector. In 2010, the state had 200 small family mines report total production of 57,000 ounces of gold. With climbing gold prices, a corresponding increase in Alaska’s placer output is expected in 2011. Courtesy Judy Patrick

*“Thanks to a recent upsurge in mining activity and public investment in infrastructure and alternative and emerging energy projects, Alaska’s economy and by extension, the Pacific Northwest, are holding their own in today’s challenging economic environment.”*

– Rose Ragsdale

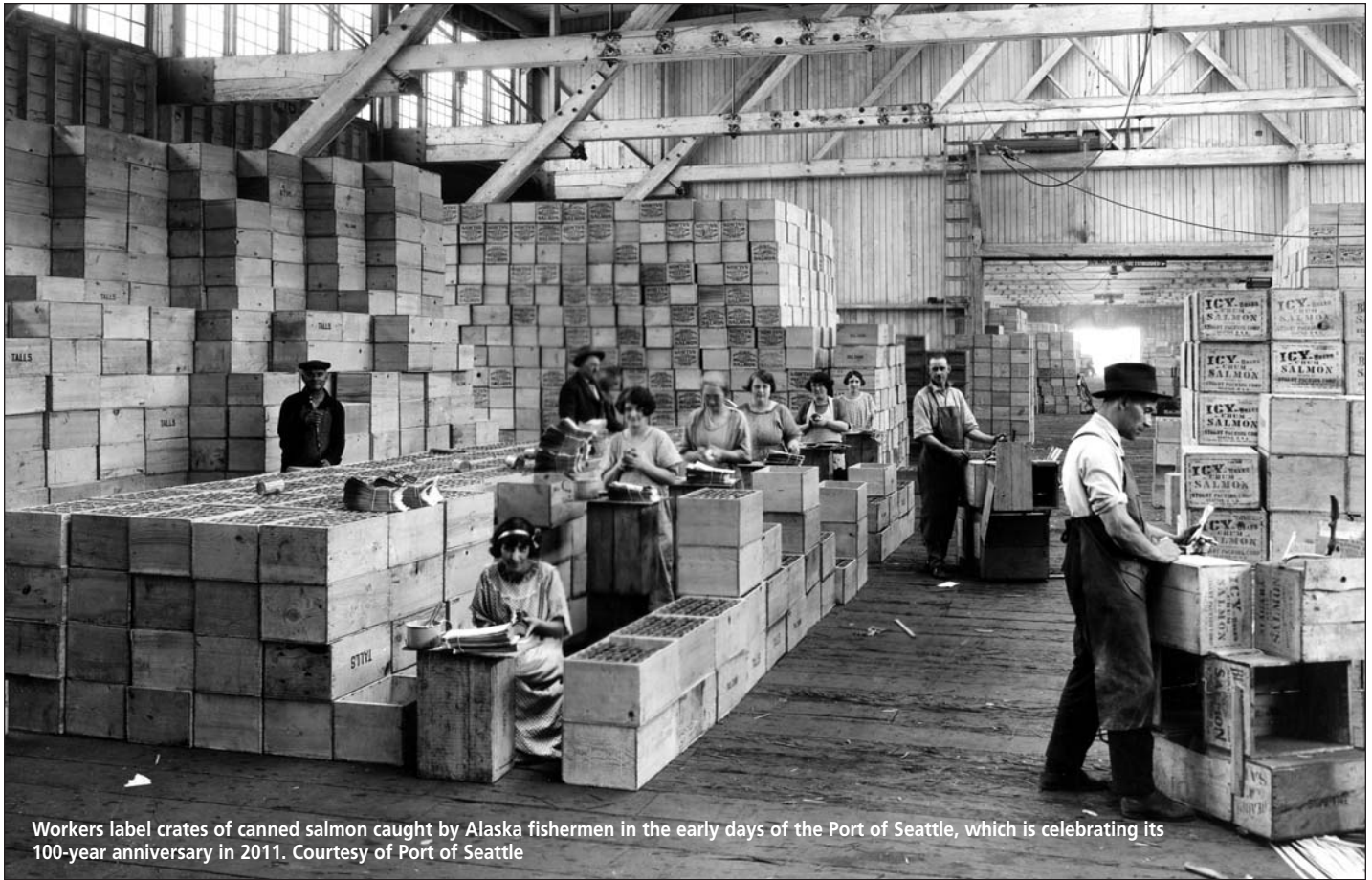
2011 marks the fourth consecutive year that Petroleum News has published highlights of the important and enduring business relationship between Alaska and Washington. This edition features the story of the Port of Seattle, which is celebrating its centennial anniversary this year. It also showcases businesses that are thriving in the Alaska-Washington trade by finding interesting and vital ways to serve customers and expand their markets. These companies are not only surviving in these tough economic times, but also enhancing the lives of their customers, employees and neighbors. MT Housing Inc. and Lane Powell PC, for example, are Washington-based businesses that offer unique products and services that fuel their ongoing success. Rotating Services Inc., NANA Regional Corp., Denali Industrial Supply, Udelhoven Oilfield System Services, Inc. and Jackovich Industrial Supply are Alaska-based enterprises that offer their eclectic mix of products and services wherever they are needed, whether it’s across Alaska, the Lower 48 or the globe.

## Mining reinforces the connection

The mining industry continues to make its mark as an especially beneficial sector of the Alaska’s economy. Recent expansion of the state’s large mines like Red Dog near Kotzebue, Fort Knox near Fairbanks and Greens Creek near Juneau, along with exciting new mines such as Kensington Mine near Juneau and major mine projects like the Pebble Project and Donlin Creek in western Alaska and Livengood in the Interior as well as numerous exploration ventures by a host of junior mining companies like Millrock Resources Inc, not only create thousands of high-paying mining and mining-related jobs but also support ongoing prosperity in scores of local economies across the state.

This mining activity is also an important lifeline for the Puget Sound’s major ports of Seattle and Tacoma and for numerous Alaska and Washington transportation companies, like Lynden Inc., Bowhead Transport Co., Alaska Air Cargo and American Fast Freight. The Port of Tacoma considers Alaska one of its top three trade partners, reflecting more than \$3.5 billion in annual trade.

Other Alaska businesses, including Alaska Commercial Co., Alaska Railroad Corp., Millennium Alaskan Hotel, Westmark Hotels, Opti Staffing Group and Seekins Ford in Fairbanks, respond to the Alaska market with services that are refined with a uniquely Alaska approach. These companies, along with their counterparts, also serve Alaska’s retail, tourism, fishing, and interstate commerce sectors in increasingly effective ways of making the Alaska-Washington connection. ♦



Workers label crates of canned salmon caught by Alaska fishermen in the early days of the Port of Seattle, which is celebrating its 100-year anniversary in 2011. Courtesy of Port of Seattle

# Seattle port celebrates 100 years

*Vital transportation center, economic engine boasts 100 years of growth and service to Puget Sound region, Washington and Alaska*

**By Rose Ragsdale**

*For Alaska-Washington Connection*

In Washington State, where one in three jobs is trade-related, the Port of Seattle is a central component of the economy. As operator of the 10th-largest seaport and one of the busiest airports in North America, the port and its tenants collect more than \$17.6 billion in revenue yearly and employ upwards of 111,000 people directly and create another 62,000 jobs with annual spending.

But the economic juggernaut and civic marvel that is the modern Port of Seattle is a far cry from the fledgling enterprise that a courageous band of populists launched 100 years ago. Recognized as an asset and resource for centuries by the indigenous population, the natural deep-water port in Elliot Bay became a haven for early Westerners who moved to the area in the 1850s. In 1890 the Great Northern Railway chose Seattle as the terminus for its transcontinental route, spurring economic growth in a trend strengthened by the discovery of gold in Alaska in 1896.

By the early 1900s, Seattle's waterfront was a maze of piers, canneries, saw mills, warehouses and railroad tracks. But the economic benefits of all this activity did not translate into prosperity for the local community.

In March 1911 the Washington State Legislature enacted laws allowing establishment of port districts, and that September, King County voters in record numbers approved creation of the Port of Seattle, the state's first public port.

## 100 years of growth

By 1916 Seattle was the West Coast's leading port in dollar value of goods shipped. Within two years it was the second-largest port in the nation. In addition to handling cargo moving

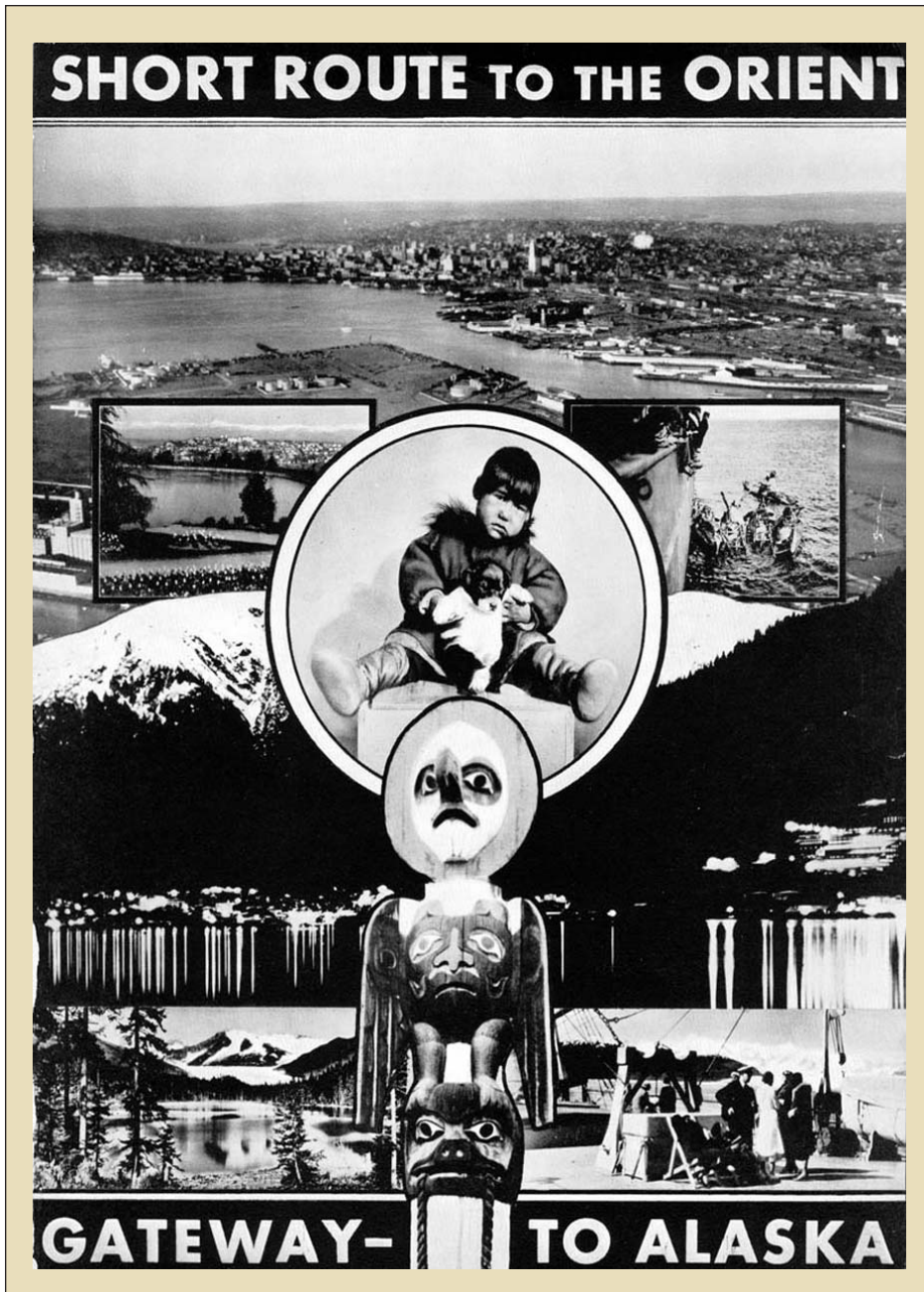
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This advertisement appeared on the back page of the Port of Seattle's 1936 yearbook. It offers a glimpse of the early commercial relationship between Alaska and the Port of Seattle. In 1917, the Port reported nearly 1.8 million passengers arrived and 1.7 million passengers departed from the Seattle Harbor. Courtesy of Port of Seattle

to and from Asia and Alaska, the Port became a major player in the North Pacific fishing industry, taking on ownership and management of Fishermen's Terminal in 1913.

After World War II, the Port diversified with expansion of Fishermen's Terminal, construction of Shilshole Bay Marina, ambitious developments on Harbor Island and along the Duwamish River, and creation of Seattle-Tacoma International Airport. In the 1960s, Seattle became one of the first ports in the country to develop terminals specifically geared toward handling containers. In

the 1990s the Port emerged as a center for the passenger cruise industry, and as a steward for redevelopment of the city's central waterfront.

#### **Economic powerhouse**

The Port's scope today is broad, encompassing vital cargo and passenger and seaport services, from running Seattle-Tacoma International Airport to harboring the North Pacific fishing fleet, to providing first-class public marinas and conference facilities and maintaining a necklace of gem-like parks around Elliot

Bay.

The Port maintains four major world-class container terminals, with 24 cranes, 11 container berths up to 50 feet deep, along with close proximity to two national rail hubs, and interstate highways within minutes of all terminals for efficient truck access.

Cargo handled at the Port of Seattle's seaport generates over 135,000 jobs for Washington, and creates more than \$2 billion in annual business revenue for the region.

Technically a port district, the Port of Seattle is managed by a five-member commission. Its facilities include the Seattle-Tacoma International Airport in SeaTac, Wash., the Shilshole Bay Marina, the Maritime Industrial Center and Fishermen's Terminal on Salmon Bay, cargo terminals and a grain elevator on Smith Cove, and numerous cargo terminals on Elliott Bay, Harbor Island, and the Duwamish Waterway. The Port also controls recreational and commercial moorage facilities and two cruise ship terminals.

But the Port still pursues its original mission.

"The Port of Seattle's mission is to create economic vitality," said Port of Seattle Commissioner John Creighton. "One of the ways we do that is by building transportation infrastructure in the region."

For example, construction is currently ongoing for a \$419 million, 23-acre rental car facility which is scheduled to open in spring of 2012. The project generated more than 3,000 local jobs and nearly \$2 million in tax revenue over the life of the project.

#### **Alaska connection**

The Port of Seattle's evolution during the past century into an economic powerhouse is due in no small measure to its enduring economic relationship with Alaska. From Day 1, Alaska has imported a wide range of goods and services, most of it at least passing through the Puget Sound region, including the Port of Seattle.

Ever since the 1890s when Seattle served as the transportation and provisioning gateway for prospectors headed to the Klondike Gold Rush, the Puget Sound region and Alaska have enjoyed a strong trade partnership. Shiploads of gold prospectors clamoring for picks and pack animals and returning with the yellow nuggets and dust they gleaned from the Last Frontier have been replaced by a



less colorful but more powerful flow of wealth.

A study titled "Ties that Bind: The Enduring Economic Impact of Alaska on the Puget Sound Region" reported in 2004 that trade with Alaska adds more than \$4 billion a year to the Puget Sound regional economy and creates more than 103,000 jobs in manufacturing, fishing, construction, transportation and a host of professional services including accounting, banking, engineering, medical and legal.

The volume of exports to Alaska is substantial. Alaska is the region's fifth-largest trading partner for local goods (not including aerospace). The Puget Sound region also serves as a primary trans-shipment point for Alaska-bound products produced throughout the United States. The region's ports and airport help connect the Lower 48 and Alaska, generating jobs for transportation and warehouse workers and a wide variety of support industries.

For goods moving the other direction, the Puget Sound region is the hub for Alaska's resource-based industries - including seafood, forest and petroleum products, along with manufactured goods such as world-class craft beers - routing products throughout the Lower 48 and to foreign markets including Asia and Europe.

Carrying much of these goods to and from Alaska are barges located on the Duwamish River, and visible throughout Puget Sound. The outbound cargo of these carriers typically includes building materials such as cement and steel, food products, chemicals, and refined oil, along with all of the necessities for living such as automobiles, furniture, medical equipment/supplies, U. S. mail, department store merchandise, household goods, military supplies and equipment, and virtually every other durable and consumable good not grown or manufac-

*Technically a port district, the Port of Seattle is managed by a five-member commission. Its facilities include the Seattle-Tacoma International Airport in SeaTac, Wash., the Shilshole Bay Marina, the Maritime Industrial Center and Fishermen's Terminal on Salmon Bay, cargo terminals and a grain elevator on Smith Cove, and numerous cargo terminals on Elliott Bay, Harbor Island, and the Duwamish Waterway.*

tured in Alaska.

Barge carriers and related businesses serving Alaska from the Port of Seattle include: Northland, Bowhead Transport Company, Alaska Railbelt Marine, Alaska Marine Lines, Boyer Towing, Alaska Logistics Company, Sea-Tac Marine, Samson Tug and Barge, Coastal Alaska Lines, and Western Towboat.

### Fishing fleet homeport

Set on Seattle's Ship Canal, which links Lake Washington to Puget Sound, Fishermen's Terminal at the Port of Seattle has been homeport for the North Pacific Fishing fleet for more than 90 years. Fishermen's Terminal provides moorage for more than 700 commercial fishing and workboats. It has 2,500 feet of lineal moorage and 371 individual slips. The facility is also the center of a thriving commercial district with shops, restaurants, banks, marine brokerage houses and more.

In 2003, fishing and fishing-related jobs on Port of Seattle properties employed 11,836 people, indicating the maritime and commercial fishing industry is as vital to Seattle's economy as it is to its heritage.

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The average annual income for commercial fishing industry jobs tied to port properties was about \$72,000, according to a 2003 report. Fishing activities based at port facilities generate more than \$846 million locally in salaries and wages, more than \$83 million in state and local taxes, and more than \$113 million in local purchases.

These figures also include related activities at the Maritime Industrial Center near Fishermen's Terminal and Piers 90 and 91, which serve the large catcher-processor fleets and the cold storage facilities used for the freezing and processing of the catch.

Over the past decade the Port has invested more than \$111 million in capital improvements to these three facilities, and it continues to make progress on major upgrades at Fishermen's Terminal. Such improvements benefit Seattle's commercial fishermen who use the facilities to moor, repair and outfit their boats.

**Tourism anchor**

Tourism is another important link with Alaska, most notably illustrated by the many cruise ships departing from the Port's Bell Street Pier and Terminal 30 Cruise Facilities. Alaska-bound cruises are growing in popularity and offer passengers a chance to see the natural beauty of glaciers and wildlife, and to sample life in Alaska.

The relationship between Seattle and the cruise industry is long-standing, and the Port of Seattle has been there for much

of the industry's 100-plus-year history. Pacific Steamship and Alaskan Steamship companies were just two of the most successful operators of passenger cruises originating in Seattle in the late 1800s. Regular boat service to Alaska began as early as 1867. The steamship companies' primary business was commerce, and in 1886, the ANCON brought \$35,000 in gold from Alaska. By 1917, the Port reported nearly 1.8 million passengers arrived and 1.7 million passengers departed from the Seattle Harbor. The Jones Act of 1920 aided in the success of the two steamship companies, as it prohibited foreign-flagged vessels from transferring passengers and goods between two U.S. ports.

Since 1999, the number of Alaska cruise vessel calls in Seattle has increased from six to 223 per year.

Seattle's cruise business currently leads all U.S. cruise homeports on the West Coast in passenger volume and number of ship calls and is responsible for more than 4,447 jobs, \$425 million in yearly business revenue, and nearly \$19 million annually in state and local tax revenues.

In 2010, 858,000 cruise passengers passed through Port of Seattle facilities, and for the 2011 cruise season, the Port anticipated 195 cruise ship calls with an estimated 807,300 two-way passengers. Six cruise lines regularly sail to Alaska from the Port: Carnival, Celebrity Cruises, Holland America Line, Norwegian Cruise Line, Princess Cruises, and Royal Caribbean.

**Airborne links to Alaska**

*The Port of Seattle's evolution during the past century into an economic powerhouse is due in no small measure to its enduring economic relationship with Alaska. From Day 1, Alaska has imported a wide range of goods and services, most of it at least passing through the Puget Sound region, including the Port of Seattle.*



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More than three-quarters of a million passengers bound for the cruise adventure of a lifetime pass through the Port of Seattle every year. In 2011 the Port's vibrant cruise business is expected to attract 195 cruise ship calls with an estimated 807,300 two-way passengers. Six cruise lines, Carnival, Celebrity Cruises, Holland America Line, Norwegian Cruise Line, Princess Cruises, and Royal Caribbean, regularly sail to Alaska from Puget Sound, which is the primary gateway to the Last Frontier for people and cargo. In April, Disney Corp. reported that it will offer weekly Alaska-bound cruises from Seattle on the "Disney Wonder," starting in May 2012. Courtesy of Port of Seattle



Here steel pipe measuring 48 inches in diameter used in construction of the 800-mile trans-Alaska oil pipeline in the 1970s is stockpiled at the Port of Seattle in preparation for shipment via oceangoing barges to Alaska. Courtesy of Port of Seattle



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Beyond water-borne trade, the Port also connects Seattle and Alaska by air, serving an average 35 departures per day between Seattle-Tacoma International Airport and Alaska cities.

Sea-Tac Airport, the 25th busiest U.S. commercial service airport, handles 32 million passengers a year and generates \$4.3 billion in annual revenue. Located 16 miles south of Seattle and about 20 miles north of Tacoma, Sea-Tac serves 25 airline and cargo service carriers and employs 22,000 airport workers and support 14,000 indirect jobs off site.

Air service between Seattle and Alaska provides a critical link for the movement of passengers and cargo to the 49th state.

Alaska Airlines is the eighth-largest U.S. airline based on passenger traffic and is the dominant U.S. West Coast air carrier. With headquarters in Seattle and its main hub at Sea-Tac, the airline carries more passengers between the state of Alaska and the Lower 48 than any other airline. During recent years, Alaska Airlines has expanded significantly to serve more U.S. East Coast, Mexican and Canadian destinations and now serves 61 destinations.

Long known for its Alaska roots – symbolized by the smiling Alaska Native painted on the tail of the aircraft, Alaska Airlines offers a friendly and relaxed style of service that passengers have come to appreciate as the “Alaska Spirit.”

The carrier traces its roots back to 1932, when Linious “Mac” McGee of McGee Airways started flying his three-seat Stinson between Anchorage and Bristol Bay, Alaska. A merger with Star Air Service in 1934 created the largest airline in Alaska, which eventually became Alaska Airlines.

Today, Alaska Airlines accounts for 29 percent of Sea-Tac’s

flight operations. Alaska Airlines and its sister carrier, Horizon Air, are owned by Alaska Air Group. Together, they transport more than 150 million pounds of cargo annually, including seafood, mail and freight.

Much of Alaska Airlines' cargo operation supports moving goods between the state of Alaska and the Lower 48. Southbound, much of the product is fresh Alaska seafood. The airline transports more than 30 million pounds of fresh Alaska seafood each year from fishing towns throughout Alaska to markets and restaurants across the country. Northbound, Alaska transports a range of products, including U.S. Postal Service mail, essential supplies for remote Alaska communities and personal packages. Alaska operates both all-cargo and combi (part cargo/part passenger) aircraft on these routes.

The airline recently reaffirmed its commitment to serving the cargo and passenger needs of Alaska with a \$100 million plan to modernize and increase the capacity of its cargo fleet. It introduced six retrofitted Boeing 737-400 cargo aircraft to its fleet. These aircraft, one freighter and five combis, replace the carrier's previous 737-200 cargo fleet.

#### Environment and the future

Since 1970, the port has taken the lead in promoting environmental awareness and conservation in its operation and

those of its tenants and is widely recognized for its achievements in sustainability and innovation.

The Port has labeled itself, "The Green Gateway," for trade and travel. That name evolved from research that showed that Puget Sound ports offer the lowest carbon footprint for cargo shipped by sea from Asia to U.S. markets in the Midwest and East Coast.

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*The Port has labeled itself, "The Green Gateway," for trade and travel. That name evolved from research that showed that Puget Sound ports offer the lowest carbon footprint for cargo shipped by sea from Asia to U.S. markets in the Midwest and East Coast.*

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The Green Gateway encompasses all of the Port's environmental programs, from award-winning recycling at Sea-Tac to a clean truck program that is helping to replace the older, polluting trucks that call on the seaport's cargo terminals. The Port has won numerous accolades, including a national Green Fleet award for its use of

biodiesel, CNG and hybrid vehicles and a Clean Air Excellence Award from the U.S. Environmental Protection Agency, while Sea-Tac Airport was recognized as North America's 2010 Environmental Achievement Award Winner by the Airports Council International and the "Best Workplace for Recycling" for the fourth year running by King County's Solid Waste Management Division.

As the Port of Seattle moves into a second century of operation, it continues to lead the region as a center for trade, transportation and tourism, generating a total of nearly 200,000 jobs, and billions of dollars in business and tax revenues annually. ♦



Passenger service was revived in 1946 with Alaska Steamship's ALASKA, and the company began its emphasis on tourism. During that time, Alaska Steamship Company operated out of the Port's Pier 42. Today, Pier 42 is part of Terminal 46, which handles container cargo from all over the world. Courtesy of Port of Seattle



In addition to 2,800 jobs that the State of Alaska credits the Red Dog zinc-lead mine with generating directly and indirectly, Teck Resources Ltd., the mine's operator, spent \$27 million on good and services in 2010 with such companies as Foss Maritime, Denali Industrial Supply and Rotating Services Inc., along with NANA subsidiary, Tuuq Drilling. Courtesy Shane Lasley

# Mines emerge as key support for economy

*Communities, service and supply businesses throughout Alaska benefit from increased mineral production, exploration and investment*

**By Rose Ragsdale**

*For Alaska-Washington Connection*

**W**hen one considers the impact of the mining industry on Alaska's economy, the hundreds of high-paying jobs created by large mines such as Red Dog, Fort Knox and Greens Creek and the recent mineral exploration boom are what immediately come to mind.

But what of the numerous small communities and businesses across Alaska for which mining has become a lifeline and an inspiration? Companies in the Alaska-Washington trade find themselves increasingly looking to mining for reliable commerce and steady revenue.

"Red Dog to the Northwest Alaska region is like Prudhoe Bay is to the State of Alaska," said Lance Miller, vice president of natural resources for NANA Regional Corp. "Twenty years ago, the Northwest region had one of the lowest median household incomes in the state, and today, it is among the highest."

In addition to 2,800 jobs that the state credits the zinc-lead mine with generating directly and indirectly across Alaska, Red Dog spent \$27 million on good and services in 2010 with such companies as Foss Maritime, Denali Industrial Supply and Rotating Services Inc., along with NANA subsidiary, Tuuq Drilling.

NANA, which owns the land where the mine is located, has received \$596 million in royalties and other income over its 22-year life in addition to the \$341 million that has flowed through to other Alaska Native corporations, under provisions of the Alaska Native Claims Settlement Act. NANA shareholders also account for more than 300, or 57 percent, of the 500 peo-





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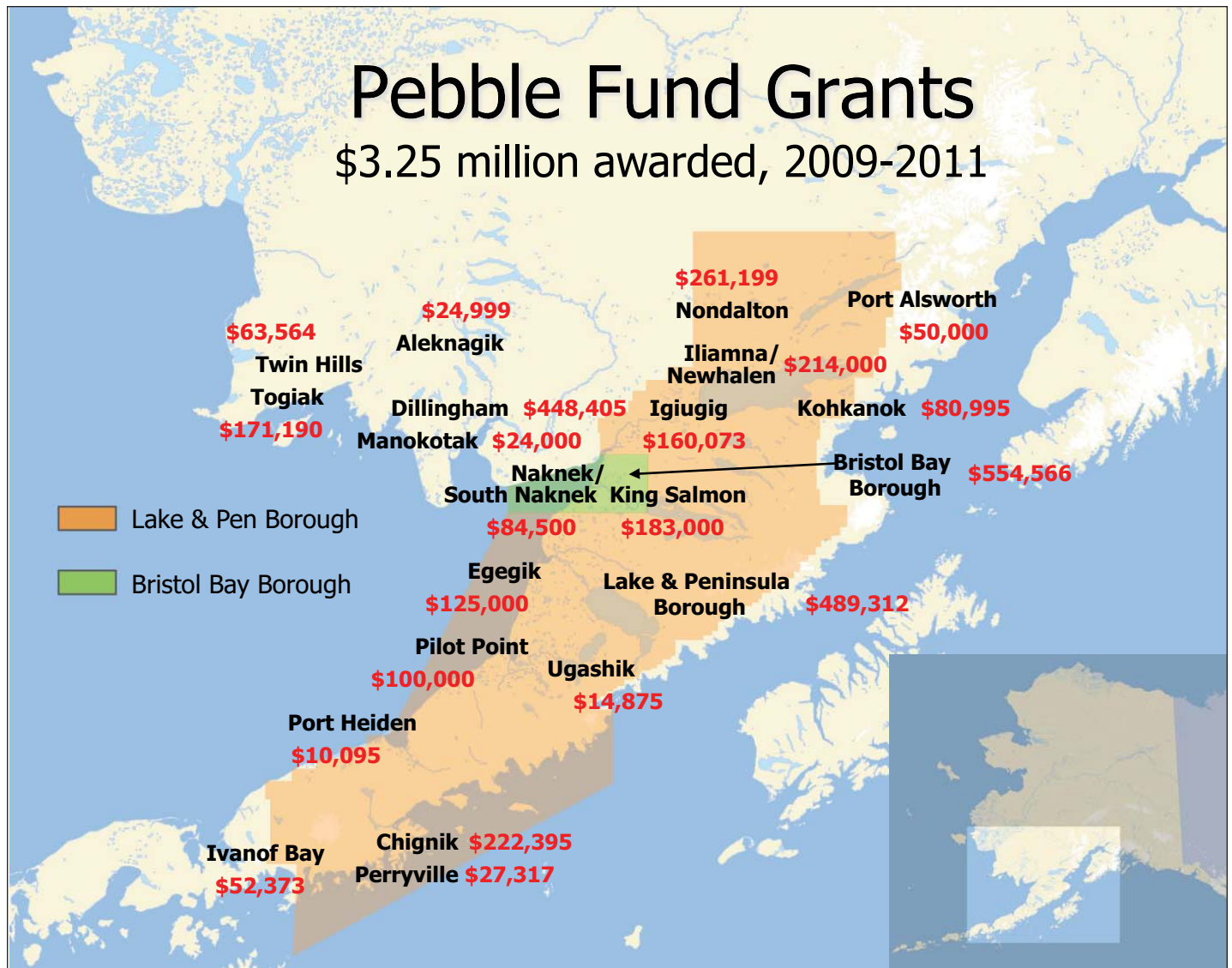




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The Pebble Partnership has established the Pebble Fund, a 5-year, \$5 million commitment to help develop sustainable communities in the Bristol Bay Region. In addition to supporting a wide range of sustainable development projects in the region, the Pebble Fund has helped to leverage hundreds of thousands of additional dollars for local projects. The monies are not connected to the Pebble Project and support of the project is not required to receive the Fund's grant awards. Courtesy of the Pebble Limited Partnership

ple who work at Red Dog.

But NANA is also viable beyond mining and that translates back into the region, Miller said in a recent interview. The corporation has numerous subsidiaries that employ 9,300 workers and have a combined annual payroll of exceeding \$500 million at operations in all 50 states and seven countries.

“Our goal is to use Red Dog to springboard businesses that go out and get other business whether on the North Slope, Alaska or the Lower 48,” said Miller. “We’re looking at how you build sustainable economies after mining is gone.”

### Impact felt statewide

Alaska’s other mines have a similar impact on communities near their operations. Greens Creek Mine, for example, is the largest private sector employer in Juneau and responsible for creating 530 direct and in-direct jobs with a \$42 million annual payroll and \$111 million in operating, capital and exploration expenditures in 2010. Like Red Dog and the others, it also pays millions yearly in property taxes and state mining license taxes.

Many independent businesses across Alaska proudly claim

the mines as clients.

Fairbank-based Denali Industrial Supply, which sells more than 12,000 types of fasteners along with all the major lines of power tools, counts Alaska’s mines as some of its best customers.

“Mining is a major part of our business portfolio, mainly when they start to build the mines and the mines go into production,” said Denali Industrial President Gary Swoffer.

He said the company provides Fort Knox, Pogo, Red Dog, Kensington and Greens Creek with an extensive range of products, including new lines added this year such as Brunner & Lay steel products and Mikita and Metabo power tools.

Denali Industrial, in turn, relies on various shippers to get its products to the mines. “Our products come predominantly by barge, with a very small percentage by air,” he said.

American Fast Freight, a freight forwarding company that works with both container ships out of the Port of Tacoma and barges, primarily to Southeast Alaska, out of the Port of Seattle, is another company that benefits indirectly from the recent upsurge in mining activity in Alaska. For example, the company

recently managed a shipment of self-propelled drills from one of the Hawaiian Islands to Fairbanks for a mining operation in the Interior, said AFF Vice President of Marketing Mike Schuler.

Arctic remote logistics specialist Taiga Ventures and its sister company, Pacwest Drilling Supply Inc., happily supplies the mining industry with a range of goods and services, including portable temporary housing, drilling mud, PVC products and expediting services.

“We’re doing a lot this year to supply Livengood (gold project), Kinross (Gold Corp.), Pogo Mine and the Man Project, and we occasionally work with Doyon Ltd. on projects,” said Carole Romberg, administrative director of Taiga Ventures.

In addition to its year-round work force, Romberg said her operation has hired additional workers to cope with a “frantically busy” 2011 field season.

“The real key to the business is our ability to respond so quickly to our customers’ needs,” she added.

The Alaska mining industry also calls on the Alaska-Washington service sector for ongoing support with legal, financial, insurance and employment-related services. Firms such as Seattle-based Lane Powell PC and Anchorage-based Opti Staffing Group fill vital niches in this area with six locations each in ever-expanding networks of resources in the Pacific Northwest and beyond.

### Mining explorers weigh in

The effect of numerous mining exploration and development projects, large and small, are also being felt throughout Alaska, especially in communities located near the projects and often by small local service businesses.

At the giant Donlin Creek gold project, for example,



Bering Straits Native Corporation shareholders Scott Dixon and Carrie Takak collect soil samples for Millrock Exploration Group, a junior mining company with several mineral exploration projects in Alaska, including two on remote Seward Peninsula. Courtesy of Millrock Exploration Group

Chiulista Services Inc. is providing care and maintenance of the camp, food services and “catch-up work” with 12-25 employees this season, though future seasons could see Donlin Creek hiring hundreds of workers for construction and production.

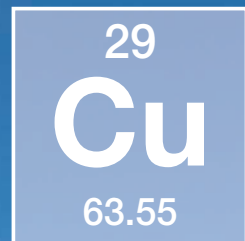
Monique Henriksen, senior vice president of Chiulista’s Alaska operations, said the contractor’s presence at Donlin Creek enabled it to quickly hire additional workers to offer emergency food services to local residents in need during the Crooked Creek flooding disaster this spring and early summer. “This was not a mine operation, but it does put us on the map,” Henriksen added.

The Pebble copper-gold-molybdenum project, by contrast, has a major exploration and development program this year

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with spending projected to top \$91 million among businesses directly related to mining, spin-off businesses, work-force development programs and general activity.

Iliamna Air Taxi, based in Iliamna, Alaska – the community closest to the Pebble property – is an example of a local business that benefits directly from the project, by providing air transport of employees, staff, supplies to the site area.

Though still in the exploration stage, Pebble provided work for a total of 496 people in 2010, including 134 workers who reside in 17 communities in the Bristol Bay Region.

The Pebble Limited Partnership, which manages the project, also notes that the opportunity to grow and educate as part of a mining project is prevalent at Pebble. A local resident who started out working at Pebble as a driller's helper, for example, became a bear guard and then was inspired to become a helicopter pilot.

"The resident had never flown in a helicopter prior to being employed with Pebble as a driller's helper," said Partnership spokeswoman Nance Larsen. "He has since gone on to achieve his pilot's license and is flying helicopters at the Pebble site."

---

*"Red Dog to the Northwest Alaska region is like Prudhoe Bay is to the State of Alaska. Twenty years ago, the Northwest region had one of the lowest median household incomes in the state, and today, it is among the highest." - Lance Miller, vice president of natural resources, NANA Regional Corp.*

---

Millrock Exploration Group, a junior mining company with several smaller mineral exploration projects in Alaska, including two on the remote Seward Peninsula, spent \$3.54 million with local businesses in its project areas, said President Sarah Whicker, who also observed that the company would like to spend more but has found that many of the goods and services that it requires are not available locally.

Still, much of its budget that is not spent directly in the Alaska economy includes large payments to highly specialized, technical companies and consultants who, in turn, do their own spending in Alaska.

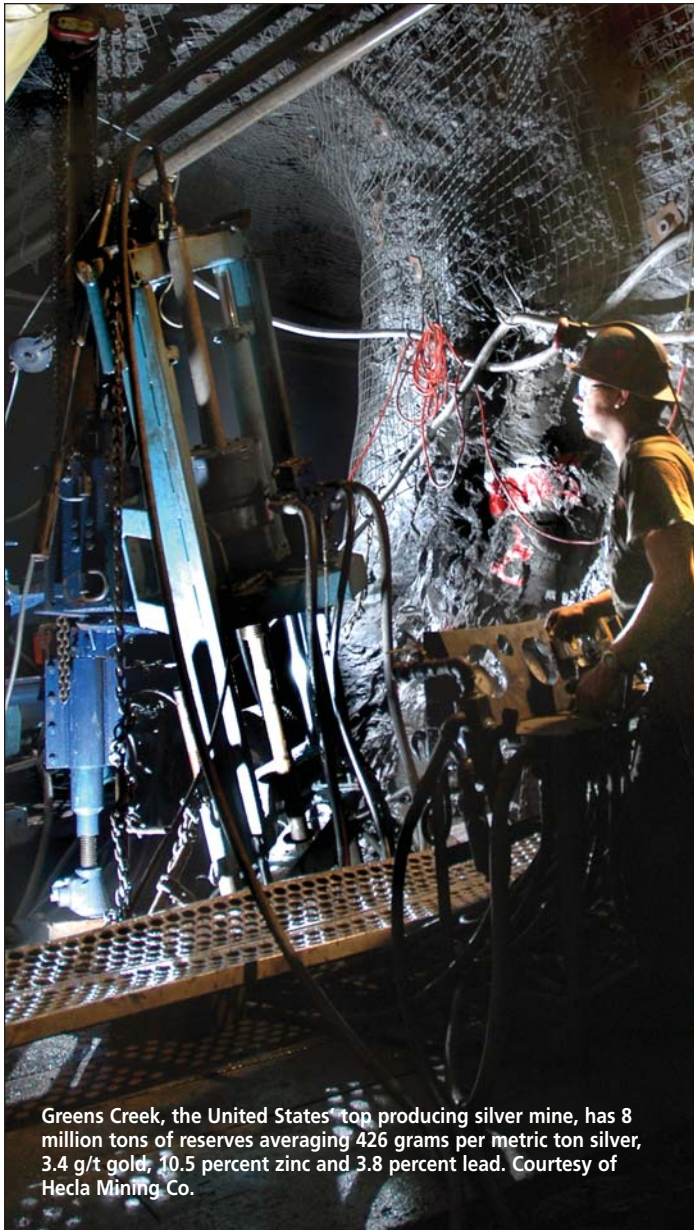
Whicker, who is also vice president of sustainable development at Millrock Resources Inc., said the company works hard to maximize its hiring of local and Alaska Native workers and to consult local communities about wildlife and the potential impact of its activities on the environment.

Millrock also has taken steps to support area businesses such as housing its workers at local hunting and fishing lodges.

"We've taken a regional approach to the mining projects by



The Stacey Foss tug with Foss Maritime's ore barge, Kivalina, is underway to the Billion Trader near the Red Dog Mine. For the past 18 years, Foss has been a critical link in the transportation and lightering of ore for Red Dog. Foss provides the open ocean lightering of more than 1.4 million tons of zinc and lead ore concentrate to support Teck Resources Ltd.'s operation at Red Dog. For the project, Foss designed specialized equipment, including two self-unloading barges to transport the ore concentrates from the mine's port to ships anchored offshore. With innovative engineering, the company developed the first open-roadstead loading of dry bulk cargo in the world. Courtesy of Foss Maritime Co.



Greens Creek, the United States' top producing silver mine, has 8 million tons of reserves averaging 426 grams per metric ton silver, 3.4 g/t gold, 10.5 percent zinc and 3.8 percent lead. Courtesy of Hecla Mining Co.

getting key stakeholders such as Kiska Metals together with us before the field season to discuss ways to maximize the companies spending locally," she added.

### State invests in infrastructure

Mining also supports a number of major infrastructure projects in Alaska which is contributing substantially to the earnings of companies in the Alaska-Washington trade, including Lynden Inc., the Alaska Railroad, American Fast Freight and others.

Lynden Shipping, for example, provides trucking services for Capstone Mining Corp.'s Minto Mine in west-central Yukon Territory. The carrier transports about 65,000 tons a year of copper-gold-silver concentrates to the Skagway Ore Terminal, where it is shipped from the ice-free port at Skagway, Alaska aboard oceangoing ships to a smelter in Asia. Meanwhile, the state-run ore terminal is engaged in ongoing expansion and upgrades to meet the mining industry's growing needs.

Alaska Railroad Corp. has undertaken two major railroad expansion projects: A

32-mile rail extension that will link the deepwater Port MacKenzie to the main line of the Alaska Railroad, and 80 miles of new rail line connecting the existing Eielson Air Force Base Branch rail line near Fairbanks to a point to the east near Delta Junction. The Point MacKenzie Rail Extension project, with construction scheduled for completion in 2014, would expand resource development opportunities in Southcentral Alaska, while the proposed rail line to Delta Junction, which would cross the Tanana River, would provide freight and potentially passenger rail services as a common carrier to the general public, and to military and commercial shippers, including agricultural and resource development businesses.

Alaska's fiscal 2012 capital budget includes \$30 million for the Port MacKenzie rail project and \$44 million for the Tanana River bridge project.

Alaska is also investing millions in building new roads to access areas with substantial mineral resources. This includes the Ambler Mining District's rich deposits in Northwest Alaska. The FY12 state capital budget includes \$1.25 million to complete environmental permitting and early public processes on this project. ♦

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This three-story complex is a portable camp designed and built by M T Housing Inc. to house workers in especially harsh and challenging environments like those in remote Alaska where oil and gas, mining and construction companies often work on temporary projects. Courtesy of M T Housing Inc.

# Firm markets unique temporary housing

*Yakima, Wash.-based M T Housing builds nearly indestructible, affordable units that can be custom-designed for remote Alaska sites*

**By Rose Ragsdale**

*For Alaska-Washington Connection*

**M**odular Transportation Housing Inc., commonly known as M T Housing Inc., is quietly building a reputation for delivering affordable, comfortable temporary housing that is ideal for rugged locations and harsh climates. As a result, the Yakima, Wash.-based manufacturer is seeing its business connections in Alaska strengthen and multiply, especially among construction contractors and mining companies who venture into the remotest corners of the state.

“Our housing is being used in Prudhoe Bay, Deadhorse, Kipnuk, Barrow, Kodiak Island and Kotzebue. And we just finished a project for Akutan Corp. on the

island of Akun in the Aleutian Islands,” Stacy “Stolt” Stoltenow, vice president of M T Housing, said in a recent interview.

In fact, M T Housing dates much of its own history by its work for customers in Alaska.

“The first camp we built in Alaska was for Teck Cominco 14 years ago, and it’s still in use,” Stoltenow said. “We also have our housing at the Greens Creek Mine in Southeast Alaska.”

## **Innovative design**

The company got its start in the mid-1990s when the Yakima Valley suffered an acute shortage of housing for farm workers. Both Stoltenow and Steve Forney, president and founder of M T

Housing, grew up in the agricultural region, which is renowned for growing apples and other fruits and vegetables.

Forney, an apple grower himself, fashioned two housing units from standard 8-foot-wide by 40-foot-long by 9.6-foot-tall shipping containers. He showed the results to Washington State’s governor, whose interest led to the state government purchasing 40 units from Forney to house 220 farm workers.

Despite this early coup, Forney said he realized that his firm “couldn’t just sell housing to the farm industry.”

In seeking a larger market, he thought the sturdiness of the units and their mobility might appeal to Alaskans who live and work in severe weather and



This food service bay is part of a kitchen/dining area in portable facility built by M T Housing Inc. of Yakima, Wash. It is made entirely out of standard 40-foot shipping containers. Courtesy of M T Housing Inc.

rugged locales.

On the advice of a friend, Forney tried advertising in Alaska. He also attended a mining convention where he met a vice president of Teck Cominco who purchased that first 25-man camp for the Red Dog Mine.

That camp is still in use at the mine, boasted Stoltenow.

Indeed, the ISO-certified cargo containers that M T Housing has used to build mining, logging and construction camps, engineering trailers, field labs, dormitories, offices, urban housing, hospitals and dental clinics, rehab and exercise facilities, churches and daycare centers, classrooms and showrooms, banks and credit union buildings, are virtually indestructible.

### **Virtually indestructible**

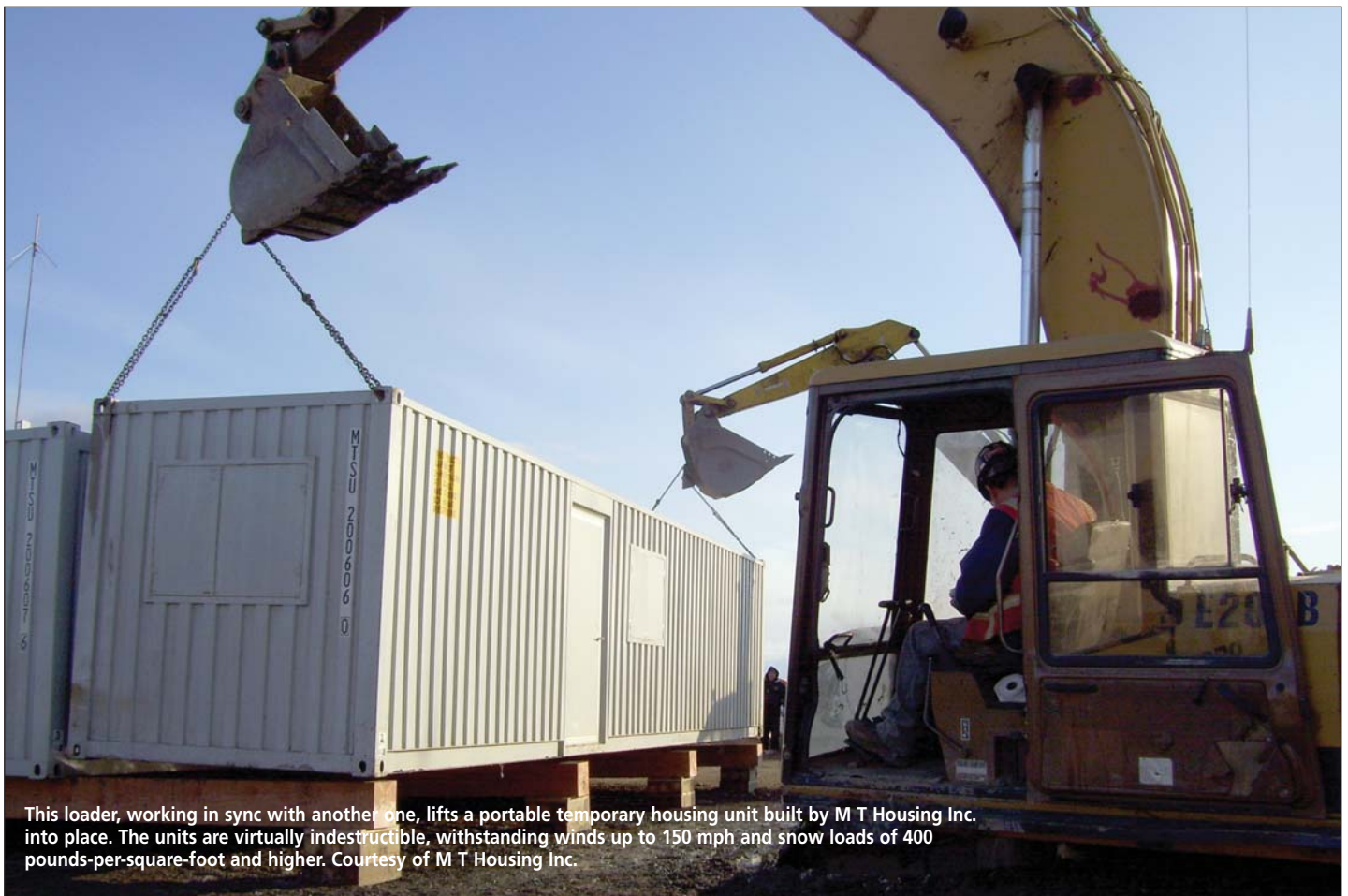
The units have high insulation values – R24 for the walls and R38 for the floors and ceilings. They are also virtually indestructible, withstanding winds up to 150 mph, snow loads of 400 pounds-per-square-foot and higher and reportedly, most small arms gunfire.

This, M T Housing learned when one of the first camps that it built was shipped to Peru for use on a mining project. When personnel reported getting shot at, Stoltenow said the mining company was forced to abandon the project.

“But they said that as long as the gunfire came from small caliber weapons, up to 30-caliber, they felt safe inside the units,” he said.

Sturdiness, however, does not preclude luxury, according to Forney.

As an example, he cited the 60-bedroom housing facility his



This loader, working in sync with another one, lifts a portable temporary housing unit built by M T Housing Inc. into place. The units are virtually indestructible, withstanding winds up to 150 mph and snow loads of 400 pounds-per-square-foot and higher. Courtesy of M T Housing Inc.

company built for Little Red Services in Deadhorse which has private bathrooms and showers in every bedroom.

What sets the units apart from the competition is their patented design.

“We have finishes inside that are very pleasant,” said Forney. “While most people think of a shipping container as being a box, I see it as being a LEGO®. Some facilities have dining rooms that are 120-feet (long) by 40-feet (wide). We take out the walls on the sides, the floors and the ceilings. We put stairs in them. Everything you can imagine, we do to them.”

Forney’s method of connecting the units and sealing them together also has generated considerable interest.

“It doesn’t feel like a shipping container, though it has the same exact footprint,” said Stoltenow.

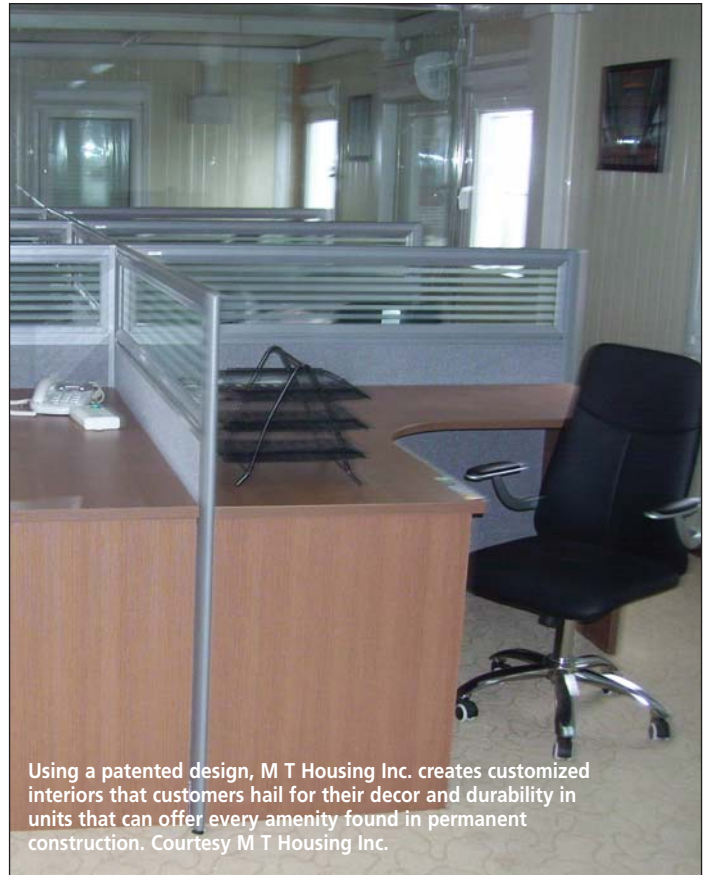
**Getting the word out**

Over the years, M T Housing’s most effective marketing has been word of mouth.

“Once people have a chance to visit one of our facilities, they contact us,” Forney said.

For example, a unit purchased by a construction company for use in Savoonga, Alaska piqued the interest of an officer of a nearby Native village corporation who saw the facility and contacted the company. He said he was interested in purchasing the units for use as a women’s shelter and a community center, Forney said.

MT Housing employs 14 year-round workers at its plant, located about 140 miles from Puget Sound, and provides additional temporary work when bigger projects require a ramp-up



Using a patented design, M T Housing Inc. creates customized interiors that customers hail for their decor and durability in units that can offer every amenity found in permanent construction. Courtesy M T Housing Inc.

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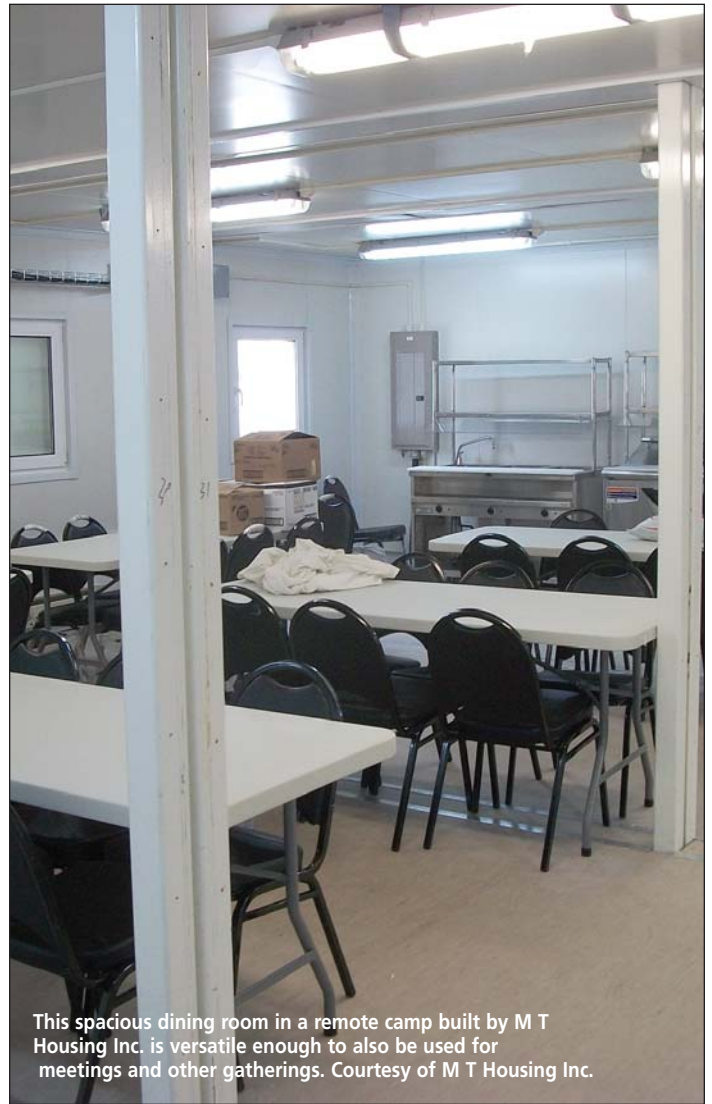
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Workers install a unit in a camp facility on site at a remote location for a customer of M T Housing Inc. Courtesy of M T Housing Inc.



This spacious dining room in a remote camp built by M T Housing Inc. is versatile enough to also be used for meetings and other gatherings. Courtesy of M T Housing Inc.

in production. In late June, the busy operation was completing two 24-person camps for mine projects in northern Alaska and putting finishing touches on two camps to be shipped to mine projects in British Columbia in July.

Stoltenow said a recent PR success for the company was a facility it built to house the security detail of the 2010 Winter Olympics in Vancouver.

“It (the facility) had 187 units and was three stories tall with 700 beds, and they used its kitchen to feed 1,500 people, three meals a day,” he explained.

After the Olympics, the facility was quickly resold and shipped to Williston, N.D. where it now serves as a camp in the area’s booming oil and gas sector.

**Built to move**

One of most overlooked aspects of temporary housing is the challenge of transporting the units to job or project sites, according to M T Housing.

The remarkable ease with which its units can be shipped – stacked eight containers high on a barge or ocean cargo ship –

and installed on a simple foundation system are added benefits for the company’s customers.

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*“We have finishes inside that are very pleasant. While most people think of a shipping container as being a box, I see it as being a LEGO®. Some facilities have dining rooms that are 120-feet (long) by 40-feet (wide). We take out the walls on the sides, the floors and the ceilings. We put stairs in them. Everything you can imagine, we do to them.” – Steve Forney, president, M T Housing Inc.*

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The units require no wide-load permits or specialized transportation equipment. M T Housing also offers on-site technical support to assist with client-installed or -assembled facilities or complete ‘turn-key’ installation and assembly.

Stoltenow said the company faced one of its more interesting logistical challenges when it shipped two basic units to northern Manitoba recently. To reach the destination, the housing traveled by truck and then rail before being loaded into the cargo bay of a Hercules aircraft in Frozen Lake, Man., for the final leg of the journey.

M T Housing is now focused on marketing its unique housing products in Alaska, Canada and the Lower 48. While its mining

industry customer base is growing, most of its clients, so far, have been construction companies.

Knik Construction, for example, bought two of its camps recently, one for Kipnuk, Alaska and the other, which was shipped by barge to Kotzebue this summer, Stoltenow added. ♦

# Alaska grapples with rural energy puzzle

*Resource-rich state joins federal government, private sector in seeking ways to reduce costs, ease burden on small communities*

**By Rose Ragsdale**

*For Alaska-Washington Connection*

**A**laska has enormous quantities of untapped or under-utilized energy resources, including some of the highest concentrations of fossil and renewable energy resources on earth. In addition to vast oil and natural gas resources, primarily located on the North Slope and in Cook Inlet, the state has proven coal reserves that rank as the fourth-largest fossil energy resource in the world. Nature also bestowed significant undeveloped geothermal resources in the volcanic arc of the Aleutian Islands, abundant untapped hydropower, wind, and biomass resources, and the majority of the tidal and wave power potential in the United States.

Yet rural communities throughout Alaska are chronically burdened with economy-stifling high energy costs. When oil prices spiked to \$144 per barrel in July 2008 before plummeting to under \$50 per barrel by December 2008, many Alaska villages where winter fuel must be purchased before fall freeze-up suffered a severe shock and extraordinary economic hardship. For

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*In recent years, the Alaska Energy Authority, the Denali Commission and the Alaska Center for Energy and Power have spearheaded a mammoth investment of millions of dollars into everything from upgrades of bulk fuel storage tanks to renewable and emerging energy research projects. Alaska Gov. Sean Parnell signed into law a \$2.8 billion capital budget in June that includes \$1 billion for energy projects.*

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those communities, there was no potential relief until the following spring.

While no year since has been as bad, Rex Wilhelm, president and CEO of Alaska Commercial Co., said his company, which owns and operates grocery and general merchandise stores in at 27 rural Alaska communities, keeps a close watch on oil prices.

“We’re very conscious of the price of oil and the dependence on it in our markets,” Wilhelm said. “We purchase fuel

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NANA Regional Corporation partners with in-region utilities and organizations to bring renewable resource projects, like the Selawik Wind Farm, online. Courtesy of NANA Regional Corporation/Arend

from the local vendor like everyone else.”

Alaska Commercial Co. also pays fuel surcharge on the goods shipped to its stores when oil prices are high. “We’ve had some relief in recent weeks, but with oil at \$90 per barrel, it’s still very high on the freight rates,” Wilhelm said. High energy prices affect everything in rural Alaska, he added.

### Investments in energy savings

In recent years, the Alaska Energy Authority, the Denali Commission and the Alaska Center for Energy and Power have spearheaded a mammoth investment of millions of dollars into everything from upgrades of bulk fuel storage tanks to renewable and emerging energy research projects. Alaska Gov. Sean Parnell signed into law a \$2.8 billion capital budget in June that includes \$1 billion for energy projects.

Along with the efforts of a wide variety of private sector stakeholders and even schoolchildren, these initiatives are paying off as rural communities report energy cost savings, ranging up to 30 percent.

This is good news because the State of Alaska has a goal of deriving half its power from renewable energy sources by 2025.

But it is the “low-hanging fruit” of energy efficiency programs such as weatherization and heating system upgrades that is making the biggest strides in cutting rural heating and fuel bills, said Denali Daniels, senior program manager of the Denali Commission’s energy program. Parnell earmarked a total of \$101.5 million for weatherization and home energy rebates in the FY12 capital budget.

“It’s a question of how do we get the biggest bang for our buck,” she said.

Thus the Commission focuses mainly on project planning and design rather than construction.

“We’d rather spend \$50,000 for a planning grant on a project that doesn’t move forward than spend \$5 million on construction of a plant that shouldn’t have ever been built,” Daniels said.

### Hydro project could relieve high energy costs in Yukon-Kuskokwim

In the populous but remote Yukon-Kuskokwim Region where diesel prices have spiked to some of the highest levels in Alaska in recent years, momentum is building for development and construction of a major hydropower project that generating capacity of 13-25 megawatts of electricity with an average annual energy of 88.6 gigawatts per hour.

“Building a hydroelectric project at Chikuminik Lake in the Kilbuck Mountains near the Kisaralik River has been studied off and on for 40 years,” said Christine Klein, chief operating officer of Calista Corporation, the Alaska Native regional corporation for the western Alaska region.

But when the price of diesel leaped to \$6-\$10 per gallon in recent years – levels not anticipated until 2025 – efforts to develop alternative energy sources accelerated.

“Because of the high cost of energy, finding an alternative energy source is critical to survey,” she said in a recent

interview. “There are a lot of alternative energy options, but no other would provide enough electricity for Bethel and the 13 villages around it,” Klein said.

Calista, in partnership with the Yukon-Kuskokwim Health Corp., Alaska Regional Housing Authority and Alaska Village Council Presidents, completed a two-year study of the project in January. The study identified four feasible sites but targeted Chikuminik Lake because it could offer the best year-round

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*The project would cost \$507 million, including a transmission line. It involves construction of a dam and penstock system using Allen River outfall at the lake.*

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see **HYDRO** page 27

*continued from page 26*

## HYDRO

capacity for electricity generation with peaks in spring and fall when the most power would be needed. The hydro project could displace 20 million gallons of diesel annually in Bethel and 13 area villages, meeting current load requirements of 13 MW and higher demand load projects of 17.8 MW by 2026.

The project would cost \$507 million, including a transmission line. It involves construction of a dam and penstock system using Allen River outfall at the lake.

In addition to the renewed sense of urgency, the project won support from local communities and engineers, in part, because Chikuminik Lake located 118 miles east of Bethel and the Kisaralik and Allen rivers have no salmon populations.

In the past, “almost all of the engineering reports recommended hydropower, but the studies seemed to be hung up over fish,” Klein said. “That might be the win-win” for this project.

Nuvista Light & Power Cooperative Inc. secured approval from the Alaska Legislature for \$17.63 million in funding for preliminary engineering, licensing and permitting the proposed project’s second phase, but Alaska Gov. Sean Parnell pared the funding to \$10 million in June.

Under a best-case scenario, Klein said it will take another 12 years to bring the proposed hydro project on line. “We would be producing electricity in 2023, and that’s an aggressive timetable,” she added.

—Rose Ragsdale

Currently, the Energy Authority’s Alternative Energy and Energy Efficiency program manages and funds more than 125 projects and initiatives totaling \$188 million in state and federal funding. The projects seek to lower the cost of power and heat to Alaska communities, while maintaining system safety and reliability.

### Private initiatives pay off

NANA Regional Corporation, the Alaska Native regional corporation for Northwest Alaska, is working to solve Alaska’s rural energy puzzle through partnerships with regional, state and federal entities on a variety of renewable energy projects, including hydropower, wind, biomass and alternative fuels development.

“We are actively engaged with our regional partners as well, like the Northwest

Arctic Borough, Kotzebue Electric Authority and Alaska Village Electric Cooperative on wind development in the communities of Deering, Buckland, Noorvik, Kivalina, Kotzebue and the communities of the Upper Kobuk,” said NANA spokeswoman Shelly Wozniak.

Beginning in August, NANA, in conjunction with RurAL CAP, is implementing the highly regarded Energy Wise Program. The program engages rural Alaska communities in behavior change practices resulting in energy efficiency and energy conservation.

In FY 2010, Energy Wise was responsible for reducing electrical and home-heating costs for residents in 32 Alaska villages, and for training 160 rural Alaskans who were employed for 6-8 weeks. The program also conducted energy fairs in 32 communities; provided energy use assessments, education and low-



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Workers seal out cold air around a window in a home weatherization project in Selawik. NANA is working with RurAL CAP to bring the energy behavior change program, EnergyWise, to its region. The Alaska Native regional corporation is the first private employer in Alaska to fund such an effort, committing \$860,000. Courtesy of NANA Regional Corporation/Tara Loyd

cost, efficiency upgrades for 2,000 homes; and educated 7,500 rural Alaskans on energy efficiency and energy conservation strategies.

NANA is the first private organization to fund a regional roll-out of the Energy Wise Program, committing \$860,000 for six communities in the NANA region in 2011. With the price of fuel climbing, NANA said the Energy Wise Program will help the Northwest Alaska region conserve energy and save money as its communities get ready for winter.

To offset its higher energy costs, Alaska Commercial Co. is investing millions of dollars in lighting and refrigeration equipment upgrades during the next five years, including spending one-third of its capital budget on new refrigeration cases.

In addition, the company is rerouting the heat by-product from equipment such as compressors into its stores to reduce its consumption of heating oil. It also recently entered a joint venture with the City of McGrath in which the heat by-product of the community's power plant is piped into the AC Store next door.

Alaska Commercial also worked hard at improving the flow of goods to its stores, which factors into its energy costs. This

included opening the large warehouse at the Port of Tacoma in 2010 as a major distribution center which allows it to buy certain items in bulk and leverage less-costly waterborne transportation to ship larger quantities of shelf-stable items when rates are low and pass the savings on to customers.

A number of transportation companies that serve the Alaska market, including Bowhead Transport Co. and NorthStar Gas, also have invested in new equipment to improve fleet efficiency and offset the high cost of fuel. NorthStar Gas, for example, recently purchased a new barge, the "Cuaneq."

### Renewable energy that works

"The challenge for Alaska will be developing renewable energy systems that can be successfully integrated with existing diesel systems, because public perceptions aside, fossil fuels such as natural gas and propane supplies from the North Slope, will remain an important part of the energy equation for the foreseeable future," Daniels said.

Among the possibilities, hydroelectric power is exceedingly attractive. It is the least expensive form of power in Alaska by

15 percent and the least expensive form of heat by a factor of 3.5 to 1, according to the Alaska Energy Authority.

Researchers say Southeast has adequate hydroelectric potential to serve all of its needs for decades to come if an intertie system existed to transport power to the region's high-use areas. Without a regional electrical grid, isolated load centers likely will continue to rely on high-cost diesel generation to meet immediate needs.

Alaska's FY12 capital budget provided \$28.5 million for a project at Blue Lake near Sitka and \$8 million for one at Whitman Lake near Ketchikan.

Other regions of Alaska also have potential for hydroelectric generation.

A new major hydro project - a dam project on the upper Susitna River won \$65.7 million in state funds in this year's capital budget, while a project on Chikuminik Lake in the Yukon-Kuskokwim Region of western Alaska also secured \$10 million in state funding.

Among other renewable energy sources, wind is proving to be a viable opportunity for many small Alaska communities.

Building wind systems is costly, but once in place, the cost of wind is stable,

while diesel fuel prices are volatile, according to University of Alaska Anchorage. In a preliminary analysis of wind-diesel systems in Alaska, produced by the Institute for Social and Economic Research, they note that there are already more than a dozen wind-diesel systems generating electricity in remote areas of western Alaska, and only three wind systems, in Kotzebue, Wales, and Saint Paul Island, have been operating for more than a few years. Some 10 projects were under construction in the spring of 2010, while another 23 projects were in feasibility studies or negotiating contracts to begin work.

Alaska Village Electric Cooperative, for example, has about 30 100-kilowatt wind turbines currently in operation and six more 65-kilowatt units scheduled to be operational by fall, serving a total 13 villages in western Alaska. The cost of recently built wind systems average about 14 cents per kilowatt-hour, or the energy-equivalent of diesel priced at about \$1.90 a gallon, according to ISER. Diesel prices reported by many rural utilities in 2009 ranged from \$4 to \$5 a gallon.

The U.S. Department of Energy is introducing wind energy to the nation's

small communities through its "Wind for Schools Program," an effort that Lynden Transport, Alaska Marine Lines, Alaska Hovercraft and Lynden Air Cargo is supporting in Alaska with an offer to provide in-kind assistance to transport wind turbines and towers to 14 communities in Alaska. For example, Alaska Marine Lines recently transported the components of a wind turbine to Sitka's Mt. Edgumbe School.

### Emerging energy technologies

Researchers at the Alaska Center for Energy and Power in Fairbanks estimated in 2010 that Alaska's vast geography also holds about 40 percent of the country's potential river energy, and thus, perfect settings for small-scale hydrokinetic technology - turbines designed to harness kinetic energy from oceans, bays and rivers. Micro-hydropower systems usually generate up to 100 kilowatts of electricity and are mostly used by homeowners and small business owners. Run-of-the-river hydroelectricity is ideal for streams or rivers with a minimum dry weather flow. Such systems also could help trim rural Alaska's dependence on heating oil and diesel fuel.

NANA is engaged in micro-hydro and run-of-river hydropower pre-engineering development efforts that have potential in Shungnak, Kobuk and Ambler.

Federal regulators are reviewing plans for a submerged, in-river power turbine near Nenana in a pilot project that energy researchers and the developer think could help rural Alaska communities. Two other small in-river turbines are being tested near the Interior communities of Ruby and Eagle.

Among other emerging energy technologies currently being studied in rural Alaska include energy storage batteries and solar hot water systems by Kotzebue Electric Association; a wood pellet-fired boiler by Sealaska Corp at its headquarters in Juneau, Organic Rankine cycle waste heat recovery by the Tanana Chiefs Conference; high penetration hybrid power system by the University of Alaska Fairbanks; psychrophiles (cold-weather-loving microbes) for generating heating gas by the Cordova Electric Cooperative; seawater heat pump system by the Alaska SeaLife Center; wind-diesel hybrid power system (controls and communication) in Wales, Alaska by Kotzebue Electric Association, and Nenana hydrokinetic project by Ocean Renewable Power Co/UAE ♦

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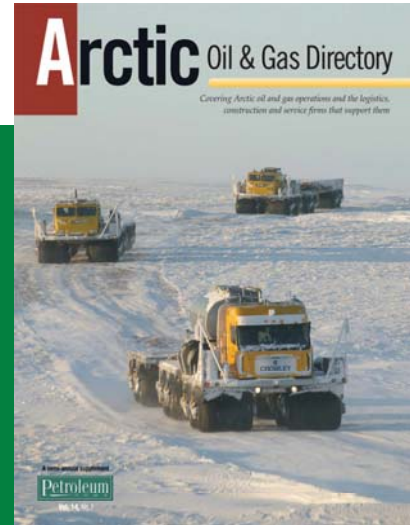
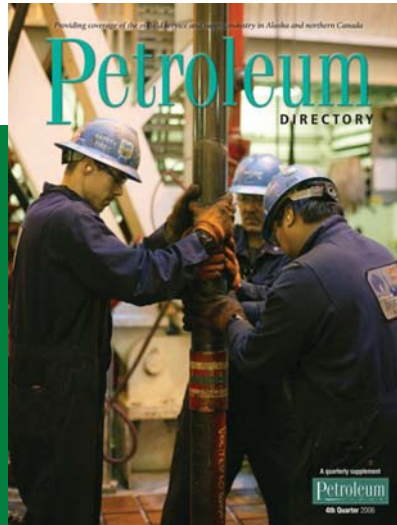
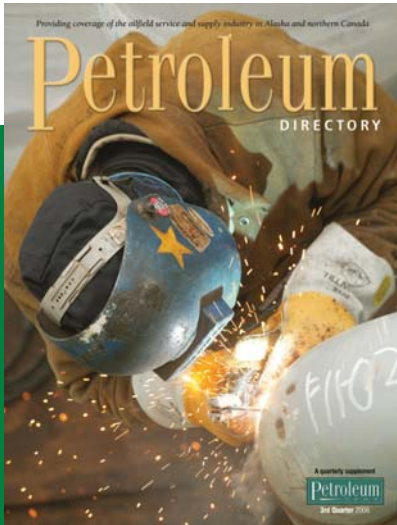


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# Ports anchor AK-WA trade

*Diverse commercial activity to and from the Last Frontier helps to boost cargo, passenger traffic at ports of Tacoma, Seattle*

**By Rose Ragsdale**

*For Alaska-Washington Connection*

**C**argo moving to and from the Last Frontier accounts for more than 100,000 jobs and some \$3.8 billion in goods and services annually in Puget Sound, while cruise ship and air passenger traffic creates thousands more jobs and additional billions in revenue.

Numerous businesses through the Pacific Northwest depend on this commerce, also known as the Alaska-Washington trade.

The Port of Tacoma, a major gateway to Asia and Alaska, is among the largest container ports in North America and is a center for bulk, break-bulk and project/heavy-lift cargoes, as well as automobiles and trucks. Overall, the Port's total tonnage is up 16 percent for the first half of 2011 with increases in break-bulk, autos, logs and grain. In 2010, the Port's domestic container volumes, which include service to Alaska and Hawaii, increased by 2 percent.

In June, the Port completed a \$53 million road grade separation project, designed to improve the flow of trucks and rail traffic through the Port's terminal areas.

The Port also signed agreements that guarantee \$590 million in federal stimulus money to improve the Amtrak Cascades rail corridor from Portland to Seattle also will benefit freight. Several safety-related projects to be completed with this funding include grade separations and the latest technology in advanced-warning signal systems. These projects will reduce passenger/freight congestion.

More than 30 members of the Alaska State Chamber of Commerce visited Tacoma in early May to meet with area business leaders and provide updates on the Alaska economy. The breakfast program included highlights on oil and gas, fishing and seafood, Alaska Native corporations, mining and transportation. The group also visited The NorthWest Co. (parent of Alaska Commercial Co.), VersaCold, and the TOTE terminal at the port.

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*Overall, the Port's total tonnage is up 16 percent for the first half of 2011 with increases in break-bulk, autos, logs and grain. In 2010, the Port's domestic container volumes, which include service to Alaska and Hawaii, increased by 2 percent.*

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Commercial Co.), VersaCold, and the TOTE terminal at the port.

## Seattle has much to offer

The Port of Seattle broke its cargo volume record in 2010 with more than 2.1 million TEUs (20-foot equivalent units). The record-breaking year surpasses the previous high in 2005 of 2.08 million TEUs. Several factors contributed to the increase in

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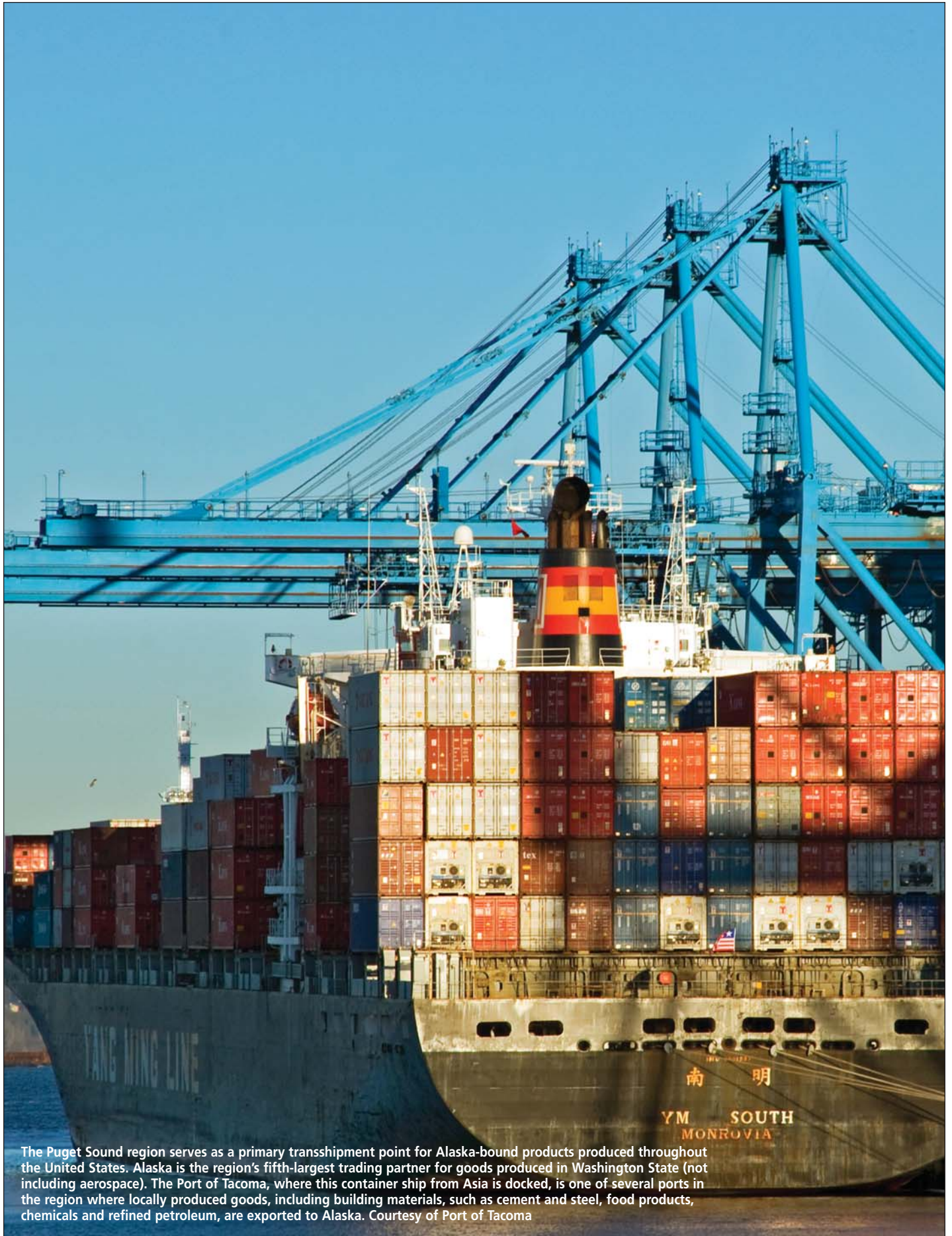


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The Puget Sound region serves as a primary transshipment point for Alaska-bound products produced throughout the United States. Alaska is the region's fifth-largest trading partner for goods produced in Washington State (not including aerospace). The Port of Tacoma, where this container ship from Asia is docked, is one of several ports in the region where locally produced goods, including building materials, such as cement and steel, food products, chemicals and refined petroleum, are exported to Alaska. Courtesy of Port of Tacoma



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### Freight forwarder rolls out delivery aide

American Fast Freight, Inc. of Fife, Wash., June 30 reported the initial roll-out of FastTraxSM. A combined hardware, mid-ware and software program, FastTrax is designed to provide customers with real-time shipment tracking and document optimization and assist the company in maintaining and improving outbound load planning and delivery programs. It is comprised of proprietary software developed internally by American Fast Freight's information technology department, coupled with GPS tracking and sophisticated portable computer tablets.

"Our drivers love it," said AFF Anchorage Terminal Manager Rich Wilson. "They have their complete route manifests with the individual shipments in delivery sequence at their fingertips."

When a portable tablet is "docked" at a receiving terminal, FastTrax downloads all the necessary information regarding all shipments to be delivered on any given day. It parses those out with manifests and loads the individual details of each separate shipment for the driver making deliveries. Drivers mount the PDT in their trucks and when making deliveries "un-dock" it and carry it into the customers who sign a digital image of AFF's bill of lading /delivery receipt directly on the tablet. Copies of the delivery receipt are made available on AFF's website, or they can be e-mailed or faxed, as the customer prefers.

Once the route is completed, the driver "docks" the tablet at his terminal and all data is immediately populated to the freight management system.

Another unique facet of the portable tablet is the capability to take high resolution digital photos of any visual damage to cargo being delivered. This allows for enhanced delivery receipts with more customer-useful information. These images along with any additional OS&D (over, short & damaged) notes are appended directly to the delivery receipt as well as to the shipment file.

Now in use in Anchorage and Fairbanks, American Fast Freight said FastTrax will expand to the outlying delivery areas including the Kenai Peninsula.

—Rose Ragsdale

container volume, including strong exports, more calls by container ships and larger ships calling at port.

Cargo handled at the Port of Seattle's seaport generates over 135,000 jobs for Washington, and creates over \$2 billion in annual business revenue for the region.

Bowhead Transport Co. serves communities on Alaska's North Slope from Seattle. The barge company recently shipped construction supplies and equipment for hospital, water-sewer, runway-paving upgrades and natural gas field projects in Barrow, a power plant upgrade in Point Lay, a tank farm upgrade in Wainwright and U.S. Air Force-sponsored remediation projects.

Seattle-Tacoma International Airport, also administered by the Port of Seattle, is home to air cargo carriers such as Alaska Air Cargo and Lynden Air Cargo that support Alaska-Washington trade.

Alaska Air and sister carrier Horizon Air transport more than 150 million pounds of cargo annually, including seafood, mail and freight. Much of the airline's cargo operation supports



moving goods between Alaska and the Lower 48. Southbound, much of the product is fresh Alaska seafood. The airline transports more than 30 million pounds of fresh Alaska seafood each year from fishing towns throughout the state to markets and restaurants across the country. Northbound, Alaska Air transports a range of products, including U.S. Postal Service mail, essential supplies for remote Alaska communities and personal packages. The airline operates all-cargo and combi (part cargo/part passenger) aircraft.

American Fast Freight, one of the largest freight forwarders of Alaska-bound refrigerated cargo, helps to manage the thousands of tons of cargo flowing through the Puget Sound daily.

“We handle 1,500 individual shipments a week to Alaska, ranging (in size) from two boxes to 40-foot containers, sometimes with 12-15 different shippers in one load,” said Mike Schuler, vice president of marketing at American Fast Freight.

The firm’s logistics division also handles large irregular shipments such as military housing to Elemendorf Air Force and repair trestles to the Alaska Railroad.

Schuler said cargo moving through the ports is becoming more global, which reflect more international sourcing, and his company recently introduced a new tracking program, FastTrax, in Alaska that will greatly enhance its shipment deliv-

ery system.

### People traffic also thrives

Transporting millions of people to Alaska every year, whether through its Smith Cove Cruise Terminal and Bell Street Pier or through air carriers at Sea-Tac is another important job of the Port of Seattle. Alaska Airlines, for example, averages 97 daily departures from Sea-Tac, on its Alaska routes, and 41 daily departures from its Anchorage hub. The airline reported a 16.7 percent increase in passenger traffic on a 13.2 percent increase in capacity for the first five months of 2011 over the same period in 2010.

Seattle’s cruise business – currently leading all U.S. cruise homeports on the west coast in passenger volume and number of ship calls – is responsible for more than 4,447 jobs, \$425 million in annual business revenue, and nearly \$19 million annually in state and local tax revenues. An estimated 807,300 cruise passengers in 195 cruise calls traveled through Seattle to Alaska in the 2011 season on Carnival, Celebrity Cruises, Holland America Line, Norwegian Cruise Line, Princess Cruises and Royal Caribbean.

In addition, the Disney Corp. is scheduling weekly Alaska-bound cruises from Seattle aboard the “Disney Wonder” in 2012. ♦



New streetcars arrive at the Port of Tacoma, which is among the largest container ports in North America and is a center for bulk, break-bulk and project/heavy-lift cargoes, as well as automobiles and trucks. Courtesy of Port of Tacoma

# Law firm makes critical legal connection

*Anchorage office of Lane Powell PC fills important niche in regional approach to serving business needs in the Pacific Northwest*

**By Rose Ragsdale**  
For Alaska-Washington Connection

Lane Powell PC is a Seattle-based law firm with a particularly strong Alaska connection. The regional firm has more than 200 attorneys focused on serving clients in the Pacific Northwest from six locations, including an office in Anchorage, others in Olympia and Tacoma, Wash., Portland, Ore., and London, England.

“The Anchorage office was started by the Seattle office in 1979 and grew up around the connection between Washington and Alaska,” said Brewster H. Jamieson, Lane Powell’s managing shareholder in Alaska, in a recent interview. “The Alaska market was increasingly important to our clients, and we kept needing to have people working on issues in the state.”

Lane Powell Vice President Chuck Riley said the regional firm became aware of how integrated the economies of Washington and Alaska are and how much back and forth went on in business dealings, especially in Anchorage.

“Many of our clients’ businesses are not tied to just one state,” he said in a recent interview. “They have customers (in Alaska) or operations there, so our Alaska office is really critical to our ability to meet their needs.

Riley said Lane Powell often gets questions about Alaska with legislative and regulatory activity and licensing as well as other issues.

Over the years, the Alaska office has participated in numerous momentous events in the state’s economy, including

assisting clients in the formation of Red Dog Mine near Kotzebue and Northrim Bank in Anchorage.

For many of Lane Powell’s Alaska clients, Seattle is a staging

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*“Our firm’s motto is, ‘Know the landscape,’ and we pride ourselves on having a national perspective but with a local feel. We know the challenges inherent in Alaska. We know the issues. We have cross-jurisdictional capability. We know what we’re doing.” - Brewster H. Jamieson, managing shareholder, Lane Powell PC*

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- Our reputation is the key that will open doors to new business in the future.

*James Idelhoven*





The Alaska team of Pacific Northwest regional law firm, Lane Powell PC, gathers in the firm's Anchorage conference room. The lawyers are Matthew W. Claman (seated), Margaret D. Stock, Matthew Block, Peter C. Partnow (seated), Brewster H. Jamieson, Michael J. Parise and Michael B. Baylous. Courtesy of Lane Powell PC

area for interests in Alaska and Washington State. The firm's clients include transportation companies such as Lynden Inc. and Alaska Railroad Corp. as well as oil and gas, mining, fishing and financial services enterprises.

Lane Powell also represents national companies such as Key Bank and Wells Fargo. "We do a lot of their Pacific Northwest work," Jamieson said.

Traditionally a commercial litigation firm, Lane Powell specializes in resolving commercial disputes and minimizing problems for its clients.

"Our firm's motto is, 'Know the landscape,' and we pride ourselves on having a national perspective but with a local feel. We know the challenges inherent in Alaska. We know the issues. We have cross-jurisdictional capability. We know what we're doing," Jamieson explained.

Three of the seven lawyers in the Anchorage office grew up and graduated from high school in Alaska and all are longtime Alaskans. "There are no carpetbaggers in this office," Jamieson said. "We have been legitimately involved in the local community for years."

For example, Matt Claman, who serves as counsel to the firm, is a former mayor of Anchorage and former president of the Anchorage Assembly. He has a commercial litigation practice.

Matthew Block, an associate, was born and raised in Alaska and focuses on assisting growing numbers of entrepreneurs and software developers who live and work in Alaska, while Mike Baylous, an associate, grew up in Hoonah, Alaska and focuses on litigation.

Jamieson grew up in Homer, Alaska and specializes in maritime, transportation, shipping and professional litigation.

Working essentially as "lawyers for employers," Lane Powell's seven lawyers in Anchorage have a diverse skill set that is designed to meet the ever-changing needs of the Alaska business community.

For example, the firm recently hired an immigration lawyer, Margaret Stock, to assist Alaska clients with their growing numbers of highly skilled employees from other countries.

Stock brings with her a national reputation as an immigration attorney and an active practice in immigration law, Jamieson said.

The other lawyers working in the Anchorage office:

Mike Parise, a firm shareholder with a 30-year bankruptcy, creditors' rights and commerce practice; and

Peter Partnow, counsel to the firm, with a labor and employment practice and expertise in cases involving the Human Rights Commission and the Equal Employment Opportunity Commission.

The Alaska office of Lane Powell is well regarded in the legal community, and earned a recommendation in 2010 for general commercial litigation from Chambers USA: America's Leading Lawyers for Business. Several of the lawyers, including Jamieson, have been singled out for praise by their peers and clients.

William R. Hupprich, deputy general counsel for Alaska Railroad Corp., said Jamieson over a decade of representation, "produced excellent results for my company."

Riley said the importance of the Anchorage office of Lane Powell is expected to grow over time. "We're seeing more and more economic activity back and forth, and our clients like to understand what is going on in Alaska," he added. ♦

# Companies invest in eco-friendly changes

*Enterprises in Washington and Alaska benefit from introducing practices that cut costs, improve lives of employees, customers.*

**By Rose Ragsdale**

*For Alaska-Washington Connection*

Companies in the Alaska-Washington trade improve their operations by protecting the environment with power reductions, recycled materials and ecologically friendly innovations.

A \$2.7 million shore power project completed at the Port of Tacoma in October will reduce diesel and greenhouse gas emissions by 90 percent during 100 cargo ship calls each year in Tacoma. That equals about 1.9 tons of diesel particulates and 1,360 tons of greenhouse gas emissions each year and boosts to 64 percent total calls at the port where cargo ships plug into shore power. The project supports the groundbreaking Northwest Ports Clean Air Strategy, adopted in early 2008 by the Port and its regional partners, the ports of Seattle and

Vancouver, B.C., to meet jointly established short- and long-term clean air goals for ships, cargo-handling equipment, rail, trucks and harbor craft.

Alaska Airlines, Lynden Inc. and other Washington-based businesses have taken numerous steps in recent years to reduce their environmental footprints.

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*In Alaska, companies also go the extra mile for the environment. For example, it takes just one gallon of gasoline to move a ton of freight the length of the entire Alaska Railroad route, making a train one of the greenest ways to move freight - or just go sightseeing - in Alaska.*

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American Fast Freight, for example, recently moved into a new 100,000-square-foot eco-friendly headquarters. The full-use development is situated on 20 acres in Fife, Wash. The facility has energy-efficient building materials, windows and lighting. It also has a state-of-the-art HVAC system with a UV light anti-microbial system that sanitizes the air by destroying the DNA of viruses, mold, spores, fungi and bacteria as it circulates through the building.

In addition, American Fast Freight dedicated 2.5 acres of the property to a storm water retention pond and landscaped the site with drought-resistant plants.

Working with the City of Fife, the employee-owned company is also developing four acres into a second storm water retention pond and public park.

## Green programs in Alaska

In Alaska, companies also go the extra mile for the environment. For example, it takes just one gallon of gasoline to move a ton of freight the length of the entire Alaska Railroad route, making a train one of the greenest ways to move freight - or just go sightseeing - in Alaska.

The Alaska Railroad is committed to operating in an environmentally responsible manner. One of Alaska's earliest recipients of a Green Star Award, which recognizes a commitment to reducing waste, preventing pollution, conserving energy and recycling, the railroad remains a Green Star business after 18 years. It also recently won an additional Green Star Air Quality Award, which recognizes the railroad's substantial efforts to reduce emissions and conserve energy.

In addition to extensive energy and lighting upgrades to reduce fuel costs and emissions, the Alaska Commercial Co. has introduced several environment-friendly programs in its widespread retail chain of AC stores. These include using biodegradable plastic bags and giving customers coupons for reusable bags. In its Puget Sound distributions warehouse, the company also introduced a green program that includes eco-friendly lighting and recycling all of its used cardboard and shrink wrap. ♦

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# Firm services unusual equipment

*Rotating Services thrives in Alaska-Washington business environment; expands scope of specialized offerings*

**By Rose Ragsdale**  
*Alaska-Washington Connection*

**R**otating Services LLC is leveraging a growing Alaska business to expand into the Lower 48. The family of small businesses, which primarily specializes in maintenance, repair and inspection of industrial equipment, is not only building its base clientele, it is also broadening the range of services that it offers.

“The business is doing well, but we’re noticing a slowdown in construction in Alaska,” said owner Bret Burroughs during a June interview.

Burroughs founded Rotating Services Inc. nearly 12 years ago in September 1999 and converted it into a limited liability corporation in April 2000. The firm drew on Burroughs’ extensive experience to get its start, providing maintenance, repair, and inspection services for large industrial turbines in Alaska.

“I retired to do this,” he said, noting that he worked eight years for European Gas Turbines in Anchorage after moving to Alaska from Colorado in 1988.

His operation diversified in 2003 by shifting its focus to servicing industrial equipment on military bases and installations in Alaska. Rotating Services won contracts to provide maintenance and repair services for various types of equipment and systems on Eielson Air Force Base and Fort Wainwright Army Base near Fairbanks, Elmendorf Air Force Base and Fort

Richardson Army Base in Anchorage and at Clear Air Station near Delta Junction.

“I am so glad we did that. Diversifying was the best thing we could have ever done,” Burroughs said.

Rotating Services soon split its operations into two companies - Rotating Equipment Co. and Industrial Hoists and Purchasing Co, and in 2009, added a third company, Rotating Scales (renamed Phillips Scales), which certi-

fies and services various types of industrial scales, including those found in grocery stores.

## Diverse and different

Today, the operation offers an even broader eclectic mix of services, having added yet another company, 1-800-Radiator &

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*“We’re doing about \$4.5 million in business right now, and our goal is to hit \$7 million this year,” he said in June. “Our projects in the Lower 48 should kick off in September, and we are looking to open our scale business in Washington State this winter.” - Bret Burroughs, owner, Rotating Services LLC*

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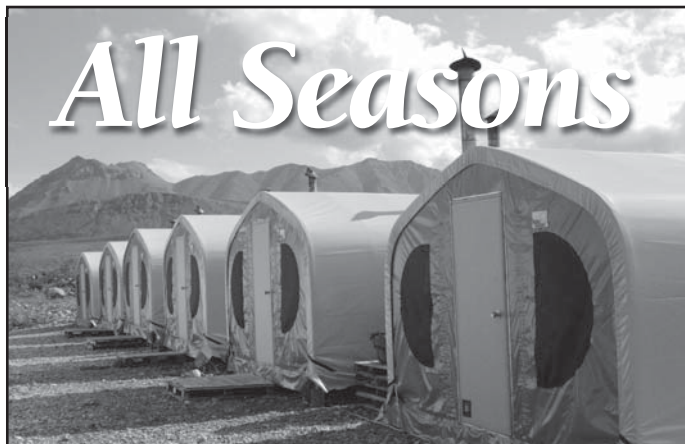
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Rotating Equipment's crew takes a break after successfully completing a weigh station replacement the Alaska Department of Transportation and Public Facilities in Sterling, Alaska. Rotating Equipment is one of several companies in the Rotating Services LLC family that is owned and operated by Bret Burroughs. Courtesy of Rotating Services, LLC



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Among its many services, the Rotating Services family provides preventative, scheduled and emergency maintenance to ensure that its customers' equipment runs reliably at peak performance. This includes field maintenance, overhaul and refurbishment services and sales on industrial equipment and parts, including turbine power plants, pumps, generators, compressors, and flare systems.

The operation offers continuing education courses and training in such areas as hospital human resources; vibration and alignment; basics of industrial power; boiler operation, maintenance and safety; HVAC and air distribution; project management; and pumps and pump systems. Its engineering staff is also available to design new and update existing control systems.

Customers in Alaska include oil companies, military installations, state agencies, municipalities and mining companies.

"We're doing a lot of work for the airlines and for fish processors. We work with Alaska Airlines in 28 airports across the state," said Burroughs.

Alaska's mines are another growth area.

"In fact, we're dispatching people to the Kensington Mine today," Burroughs said.

With a staff that has nearly tripled in the past two years to 30 full-time employees, the operation was actively seeking more salespeople and technicians in June.

"We keep a service truck traveling on the Alaska Ferry in Southeast," serving our customers in Ketchikan, Wrangell, Petersburg, Juneau and Yakutat, Burroughs said.

The operation also maintains an office and two service trucks in Fairbanks to serve its clientele in the Interior and equipment in Naknek and Kodiak, and was considering re-activating idle equipment staged in Dutch Harbor.

Looking to future growth, Burroughs said Rotating Services is poised to undertake a number of projects in the Lower 48, including work using a proprietary process for water decontamination plants in Colorado, Wyoming and Utah.

"We're doing about \$4.5 million in business right now, and our goal is to hit \$7 million this year," he said in June. "Our projects in the Lower 48 should kick off in September, and we are looking to open our scale business in Washington State this winter."

### Gratitude and grace

Burroughs credits much of his companies' success to the depth of knowledge his employees have acquired over the years.

Not only is he thankful for his employees, he is also grateful for customers that have helped the company, especially Alaska Airlines and Alaska's military bases, including the U.S. Coast Guard. He also expressed thanks to the Iliamna-Newhalen Electric Cooperative and H.C. Contractors for their ongoing support and assistance.

Former Alaskans also have called on Rotating Services to provide its services in locations around the world, especially in Asia and Africa.

"We just chase wherever the work is. For us, it's been a huge blessing. The Lord has just taken this beast and done things with it," Burroughs said.

The firm, in turn, has undertaken charity work in southern Sudan where it built a hospital, and in Alaska, where it provides emergency services, including food, clothing and life skills training. ♦

# Visiting Alaska gets better & better

*Alaska Railroad, Millennium Alaskan Hotel and Westmark Hotels refine their services to provide guests with memorable experiences*



Alaska Railroad Corp.'s new luxury dome car offers spectacular views of Alaska scenery and wildlife as it whizzes up and down the track from Seward to Fairbanks. It also features an upper-level viewing platform, the only one of its kind in the world. Courtesy of Alaska Railroad Corp.

**By Rose Ragsdale**

*Alaska-Washington Connection*

**A**laska continues to draw visitors north, whether by air, road or cruise ship, and businesses that welcome tourists such as the Alaska Railroad, Millennium Alaskan Hotel and Westmark Hotels continue to refine their services to ensure that guests take home uncommonly memorable experiences that will engage and inspire them.

The Alaska Railroad Corp. unveiled a tour package for the 2011 season that highlights the best of Alaska on the rails and off. The 10-day "Rails and Trails" package takes visitors to Anchorage, Seward, Girdwood and Talkeetna with a focus on backcountry adventure. It relieves travelers of the logistical hassles of planning a tour, while offering breath-taking scenery and loads of activities. The itinerary includes hiking on a glacier, mountain biking, photography and gold panning in the shadow of Mt. McKinley, whitewater rafting and cruising the Kenai Fjords. Travelers can

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*"We like to do anything and everything Alaska. We want our guests to say, 'it wasn't just a bed and shower; it was different and I learned something.'"*

*Jim Morgan, spokesman,  
Millennium Alaskan Hotel*

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enjoy the comfort of modern rail cars with on-board dining, reserved seating and panoramic views from glass-domed cars.

## Leveraging Alaska

The Millennium Alaskan Hotel, located on the shore of Lake Spenard, the world's busiest floatplane base and just one mile from Ted Stevens Anchorage International Airport, eagerly welcomes travelers, whether they hail from across Cook Inlet or across the globe.

**Contributing to the economic diversification and prosperity of Southeast Alaska through responsible mining.**

Alaska Railroad Corp.'s Glacier Discovery Train provides Alaska visitors with up-close scenery, including Spencer Glacier near Seward. Courtesy of Alaska Railroad Corp.



"We like to do anything and everything Alaska," said Millennium spokesman Jim Morgan. "We want our guests to say, 'it wasn't just a bed and shower; it was different and I learned something.'"

From lobby to guest rooms, the hotel is loaded with Alaskan items, including a gift shop that features jade and ivory jewelry in addition to souvenirs. The Millennium recently added a lobby display on early Alaska bush aviation, and its restaurant introduced salmon and halibut entrees as specials early this year that became so popular, they've since been added to the menu.

"We focus on the things we do well, and this plays well with vacation travelers and business travelers," Morgan explained. "Business is a little slow this year, but we know it will come back."

In addition to enhancing its multiple-stay opportunities, the hotel is working with Millennium's 14 other U.S. hotels and 85 foreign locations to attract new guests, he added.

### Adding value

With 10 full-service hotels and inns in nine Alaska/Yukon Territory communities, Westmark Hotels specialize in serving both business and leisure travelers. The company boasts that one phone call to a single contact point in the Westmark chain,



and visitors can handle arrangements for every aspect of their trips.

Westmark recently partnered with Alaska Airlines and Avis Rent-A-Car to offer visitors additional value from hotel stays and restaurant meals in certain locations. Guests staying a second night at the historic Westmark Baranof Juneau Hotel receive two free Mount Roberts Tramway tickets and a \$50 Dining-after-5pm food credit. ♦





Pacific Northwest Ballet can proudly lay claim to the world's most recognized and celebrated production of Tchaikovsky's "Nutcracker", now in its 28th season. With sets and costumes designed by Maurice Sendak ("Where the Wild Things Are"), and choreography by Kent Stowell, Pacific Northwest Ballet Company's "Nutcracker" should be on everyone's holiday calendar! Photo © Angela Sterling

# Things to do in Seattle: Dramatic arts

*The Emerald City offers visitors a potpourri of live entertainment, including some of the nation's finest theatrical experiences*

**By Rose Ragsdale**

*For Alaska-Washington Connection*

If you ever find yourself with a free evening or two in Seattle, keep in mind that the city is a veritable "Mecca" in the Pacific Northwest for cultural and dramatic arts.

Or perhaps your company plans to convene its next meeting in Seattle, and is looking for an inspirational venue to highlight the gathering

The Emerald City has a wealth of museums, theaters and other attractions to entertain leisure and business travelers in style. Seattle has something for everyone from premier performing arts venues such as the Seattle Opera and Pacific Northwest Ballet to big attractions including Seattle Theatre Group's Paramount Theatre, 5th Avenue Theatre or Museum of Flight to medium-size venues such as the Seattle Art Museum, Seattle Repertory Theatre or The Village Theatre. The city also offers cozy settings like Seattle Theatre Group's Moore Theatre, Experience Music Project, Bellevue Arts Museum, Burke Museum of Natural History and Culture, and Seattle's Children's Theatre. Other notable attractions include the Seattle Aquarium,

Woodland Park Zoo and Pacific Science Center.

Here's a summary of some of the best of the 2011-2012 season of live entertainment in Seattle:

The Seattle Opera, founded in 1963, is a leading American opera company. It presents the classics of the European reper-



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toire as well as new works of American opera. Seattle Opera performs five operas per year. Gershwin's *Porgy and Bess* (July 30-Aug. 20) and Bizet's *Carmen* (Oct. 15-29) highlight the summer and fall, while Verdi's *Attila* (Jan. 14-28) opens the New Year. The sumptuous *Orpheus and Eurydice* is set for Feb. 25-March 10 and Puccini's *Madame Butterfly* (May 5-19) will close the season.

Seattle Repertory Theatre, one of the largest and most renowned regional theatres in the country, produces a mix of classic comedies, recent Broadway hits and cutting-edge new dramas in two theatre spaces. Productions this fall feature Lorenzo Pisoni's tender, acrobatic "Humor Abuse" (Sept. 30-Oct. 23); Anne Baker's comedy "Circle Mirror Transformation" (Oct. 21-Nov. 20); and A.R. Gurney's popular comedy, "Sylvia," (Nov. 11-Dec. 11).

5th Avenue Theatre, a magnificent historic attraction, is bringing to Seattle for the 2010-2011 season a diverse program of award-winning Broadway musicals, including Boubil & Schönberg's legendary musical, "Les Misérables," (Aug. 9-27); the powerful new musical, "Saving Aimee" (Sept. 30- Oct. 30); Rodgers and Hammerstein's "Cinderella," (Nov. 25-Dec. 31); Rodgers and Hammerstein's "Oklahoma!," (Feb. 3 - March 4, 2012); the new musical comedy, "First Date," (March 15-May 13, 2012); Adler and Ross' sexy musical comedy, "Damn Yankees," (Apr. 20 - May 20, 2012); and Jonathan Larson's "Rent," (July 6 - Aug. 5, 2012).

Pacific Northwest Ballet, one of the country's largest and most highly regarded ballet companies since the company's founding in 1972, presents more than 100 performances each year of full-length and mixed repertory ballets at Marion Oliver McCaw Hall and on tour around the globe. The 2011-2012 season is a celebration of great choreographers featuring Pacific Northwest Ballet's renowned live orchestra, stunning production design, and incomparable dancing. Performances include "All Wheel'don" (Sept. 23-Oct. 1); "Love Stories," (Nov. 4-13); "Nutcracker," (Nov. 25-Dec. 27), "Don Quixote," (Feb. 3-12, 2012); "New Works," (March 16-24, 2012); "Apollo / Carmina," (April 13-22, 2012); and "Coppelia," (June 1-10, 2012). ♦



Maritime Festival on Seattle's Elliott Bay has a number of fun activities that also teach kids about international trade, shipping, commercial fishing and other maritime industries. Courtesy of Port of Seattle.



Pacific Northwest Ballet Company dancers and PNB School students in "Nutcracker." Drawing on E.T.A. Hoffman's "The Nutcracker and the Mouse King," Stowell and Sendak delved deeply into the original story, infusing the ballet with a drama and strength that fully complements Tchaikovsky's rich score, while creating a kaleidoscope of roles for all levels of the company and school. Photo © Angela Sterling



# TACOMA AND ALASKA

## THE CONNECTION RUNS DEEP

Since 1976, the Port of Tacoma has been a major trade gateway to Alaska. With Horizon Lines and Totem Ocean Trailer Express shipping lines located in Tacoma, the Port of Tacoma now handles more than \$3 billion of waterborne trade with Alaska each year.

But Tacoma's trade connections to Alaska are just the tip of the iceberg. A few examples:

- The Port of Tacoma and the Tacoma-Pierce County Chamber of Commerce have supported oil exploration and recovery in ANWR since 1986. We were the first two groups outside of Alaska to support this issue.
- Port of Tacoma Commissioners and staff regularly visit Alaska—to places ranging from Prudhoe Bay to Dutch Harbor—to better understand the current issues and business climate.
- Each year, Tacoma-Pierce County sends a delegation of business leaders to Alaska's state chamber convention—to meet with Alaska's business leaders and keep them informed about Tacoma's developments.
- The Port of Tacoma and the Tacoma-Pierce County Chamber of Commerce are key sponsors of an economic impact study that examines important connections between Puget Sound and Alaska.
- The Port of Tacoma has a partnership agreement with the Port of Anchorage, working with Alaskans on key issues, such as evaluating opportunities in the Northern Sea Route.

We are proud of our connections to Alaska, especially our friendships with people who live there.



A step ahead.

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*This message to the people of Alaska is from the Port of Tacoma and the Tacoma-Pierce County Chamber of Commerce.*



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