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**Subject:** Lutak Dock  
**Date:** Monday, September 12, 2022 10:35:13 PM

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**EXTERNAL EMAIL: Do not open links or attachments unless you recognize the sender and know the content is safe.**

I received this email from a friend (sent to her from LCC) and I'm forwarding it, it says everything that's been Wrong so far (in case you're not unaware of those items), it asks what's the rush, etc. Please do not spend all that money to further a plan that will eventually devastate life in this place. We are not separate from our environment, we are one, how do you not know that HUGE damage to the earth, air, water, and all plant/animal/human life will ripple out from such a dock?

I've learned a few more facts along the way:

...extending the dock face seaward 5 to 10 feet is most likely to accommodate the Handymax ore ships which are 625' long, 110' wide and need 40 feet of water draft at low tide when fully loaded. The current dock is only about 30' deep but extending the face out 10 feet or so gives them the additional draft needed.

...if the 3 Yukon Mining Associations have their way, there will be 3 mines hauling ore down the Haines Highway. Two are not yet operational. But if those two see an ore dock at Lutak it will help them sell shares... 3 operational mines given the loading requirements for the Handymax ship = one 80,000 lb. ore truck every three minutes up and down the highway, through town, and out to the dock where the "rotainers" (a full 18 wheeler van of ore) get rotated by a crane and dumped into a hold of the ship. This does not include any ore concentrate from our own Palmer Project if it comes on line. Fugitive dust is not what you want anywhere, but especially where the Chilkoot fish turn the corner to find the river and spawn, or smolts head out to sea.. Copper concentrate creates several serious problems for salmon in all life cycles.

What could possibly go wrong?

A small boat harbor big enough to hold a jet plane is bad enough, at least it stays in one spot. Ore trucks and ships move about, what could possibly go wrong? Please don't spend the money, which no doubt includes some of my tax money, on a plan that will surely hurt more than it could ever help our small community.

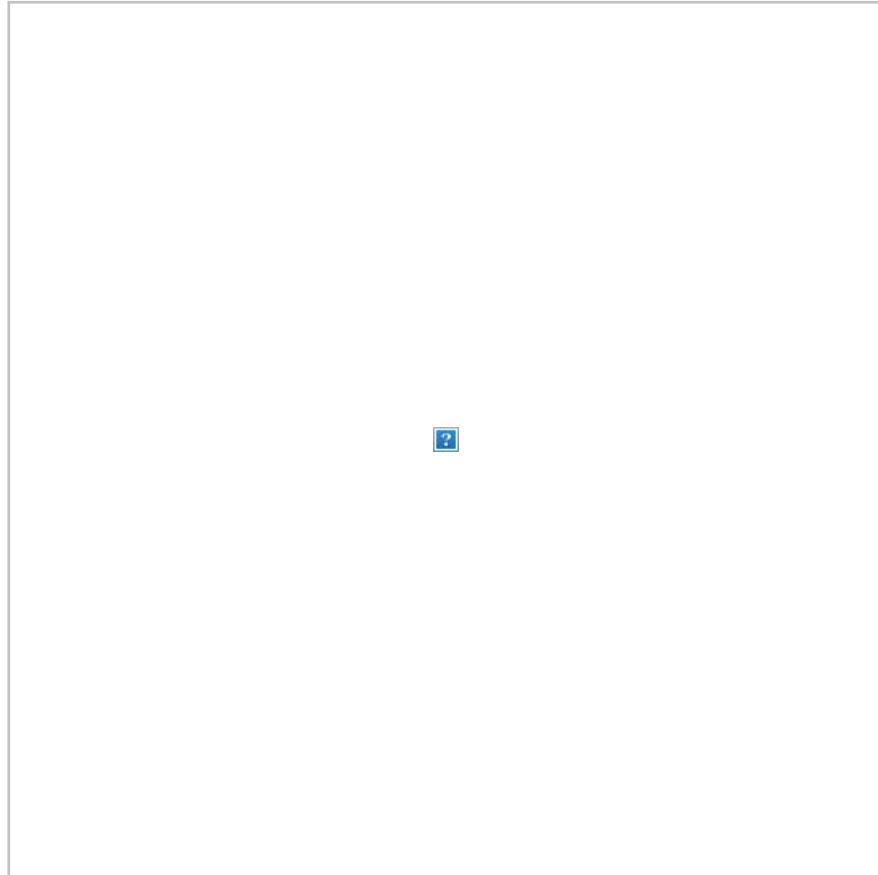
Thank you, Evelyn Vignola



## **Our Dock is NOT an Ore Dock**

(but the new one could easily be)

**Important Assembly meeting Tuesday at 6:30 p.m.**  
ASSEMBLY CONSIDERING NEW DOCK DESIGN AND CONTRACT



**This is AML's RORO (roll on, roll off) dock – it's been serving our freight needs over 2 years, and the Borough has a 30-year contract with AML.**

**Haines is a small community. Our freight shipping needs are easily met by small weekly barges. Fuel deliveries to Delta Western occur once a month and do not interfere with freight deliveries. AML's RORO could keep meeting our needs even if the town grew to 3,300 people.**

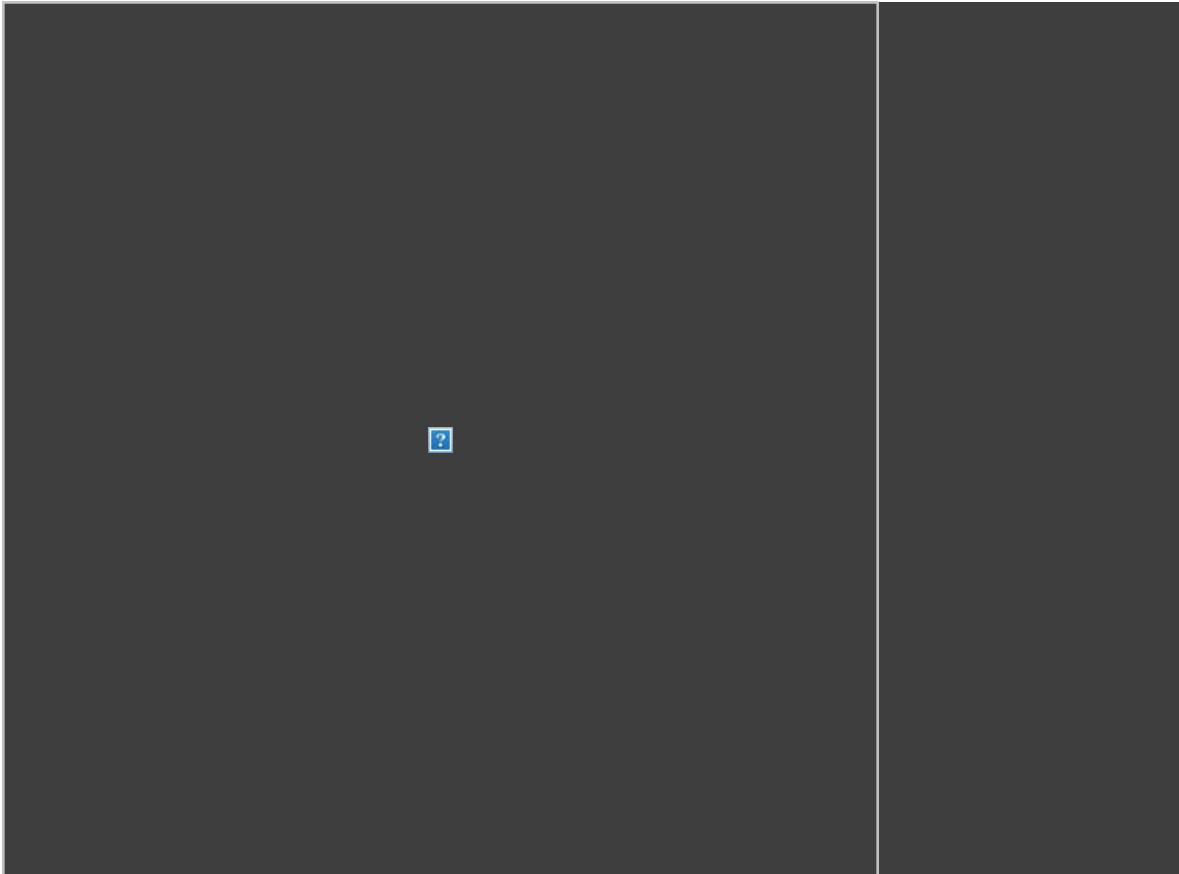
**So, WHY THE BIG RUSH TO BUILD A NEW DOCK?**

**Glad you asked. We need all hands on deck to help the borough see reason and SLOW DOWN their headlong rush into a project that might bring with it some major headaches for all of us.**

**We need your help on, or before, Tuesday, September 13th at 6:30 p.m.**

**The assembly will consider a resolution authorizing the Borough**

Manager to execute a contract with Turnagain Marine Construction, for the Progressive Design-Build of the Lutak Dock Replacement Project for an amount not-to-exceed \$310,000.00. The contract includes a new conceptual design for Lutak Dock that bears no resemblance to the most recent design for Phases 1-3. The new design has seen no public process thus far.



### This is the old Lutak dock.

It was built by the Army to support the now-defunct Haines-Fairbanks petroleum pipeline. Now the Borough wants to rebuild it, not to serve us, but to serve massive international cargo ships that could handle ore shipments. LCC has found records going back to 2016 of the Borough consulting with mining companies such as Constantine and paying for dock plans that would serve their ore export needs, and more recently, Yukon mines as well, when Skagway's ore dock becomes unavailable to them in 2 years.

### We're not getting a straight story.

Our local government misrepresented the need for the dock its \$20M RAISE grant application. They claimed that, "In the event of dock closure, barged goods would need to be trucked into Haines at a significantly higher financial and environmental cost." At the time the grant application was submitted, the old Lutak dock had already been closed for more than a year. Freight operations had transitioned seamlessly to the RORO with no interruption in services and no need to truck our freight from distant cities like Seattle, Anchorage, Skagway and Valdez, as claimed in the borough's Benefit-Cost Analysis submitted with the RAISE grant application. This seems like a serious

misrepresentation, and one that the borough may wish to correct before moving forward with the grant or the Lutak dock project.

Should public money fund industrial infrastructure projects for multi-billion dollar foreign mining corporations?

That's a question we should be debating openly, not one that should be decided for us by our representatives.

Resolution 22-09-996 is on page 79 of the packet.

[https://www.hainesalaska.gov/sites/default/files/fileattachments/borough\\_assembly/meeting/32261/9-13-22\\_agenda\\_packet.pdf](https://www.hainesalaska.gov/sites/default/files/fileattachments/borough_assembly/meeting/32261/9-13-22_agenda_packet.pdf)

On Tuesday, the Haines Borough intends to plunge ahead on the Lutak dock issue by **awarding a \$310,000 contract to Turnagain Marine to proceed with a new dock design** that the public has not seen or commented on, committing us to a project whose primary purpose would be an ore dock for Yukon mines, and the Palmer Project should it be built.

### **Legal, ethical public processes have not been followed.**

The borough has repeatedly violated the Open Meetings Act (OMA) on behalf of this project -- and that means they violated **our right to know what our government is doing with our money and our future.**

- A Ports and Harbors Committee meeting (March 24th, 2022) violated the Open Meetings Act by courting Yukon mining interests without proper public notice. At that meeting the borough was advised of the mining industries' needs for ore shipment and was given a "drop-dead" date for completion of construction by December 2024. To attempt to remedy the OMA violation, the borough promised the public that a new meeting would be held which included proper public notice and participation. It didn't happen.
- The Lutak Dock Working Group met behind closed doors (beginning in January 2022) with no notice and no meeting notes, doing the public's business outside the public eye in violation of OMA. Now called the Lutak Dock Design Group, the advisory group is composed of Haines Borough employees Shawn Bell (Harbormaster), Annette Kreitzer (Manager), Ed Coffland (Facilities Director); Doug Olerud (Mayor); Haines Borough committee members Fred Gray (Ports and Harbors Committee) and Don Turner Jr. (Planning Commission), and industry representatives from Delta Western and Alaska Marine Lines. The newly renamed group was supposed to include two members of the public. It didn't happen.
- The Assembly Field Trip (August 30<sup>th</sup>, 2022) violated the OMA because the meeting notice misleadingly claimed the trip was about a "general overview of facility," when in fact at that meeting staff introduced an entirely new design for the Lutak Dock. The notice for a public meeting **MUST** contain sufficient information for the public to know what might happen at the meeting so they can decide if they want to attend and/or comment.

**We've been promised more public meetings for months**, without follow through by the borough. Why? Aren't they hired and elected to serve our interests?

Not coincidentally, **the new design perfectly serves the expressed needs of regional mining interests.** Turnagain proposes a massive steel wall built seaward of the existing dock. The design provides **deeper water** for heavier cargo barges, **many loading points** to facilitate efficient dumping of ore concentrates into the holds, an extra **long dock face** to accommodate massive international cargo barges, and a **tight construction timeline** that promises a new ore terminal -- I mean "bulk cargo handling facility"-- by the time Skagway's ore dock goes offline. Perfect for them, headache for us.

Worse than a headache-- an ore terminal in our community would be a life-altering industrial development with reverberations that would go on for generations. **We deserve an honest discussion of what that might mean and whether or not we want it.**

**The Haines Borough could be on the hook for any expenditures** made on the Lutak Dock project that aren't first approved by the granting agency. Has this new design been approved by MARAD? It's a radically different design than what the borough submitted in their grant application. The design is also brand new to the public, and MARAD requires broad public support and a thorough public process on the projects they fund--which adds to the reasons for doubt. Will MARAD even disburse the grant money at all, considering the significant inaccuracies in the borough's grant application? That's a big question mark. Will the new design still qualify for state funding? We don't know. What would the

maintenance costs be on a dock with 700 linear feet of steel wall soaking in corrosive saltwater? We don't know, but it wouldn't be cheap.

**The new design has had zero public scrutiny and hasn't even been before the Ports and Harbors Committee or the Planning Commission, as required by Haines Borough Code.**

**There are so many problems with this development that the only sensible action is NO ACTION.** The Haines Borough Assembly owes it to the people to slow down and listen and follow the proper public process.

