

**The Nelson Island Consortium**  
*in conjunction with*  
**The Kuskokwim River Watershed Council**

**Yukon Kuskokwim Regional Backhaul Summit**



**Bethel, Alaska**

**August 21 – 22, 2012**

**Report of Findings**

*Prepared by*  
**Zender Environmental Health And Research Group**  
*and Information Insights*

**The Nelson Island Consortium**  
*in conjunction with*  
**The Kuskokwim River Watershed Council**  
**Yukon Kuskokwim Regional Backhaul Summit**  
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**Prepared by**  
**Zender Environmental Health And Research Group\***  
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A Transporter Panel presented after lunch on the first day.



The Elder Breakout Group met in the Library and was facilitated (in Yup'ik) by John Oscar, KWRC Director.



### **List of Attending Villages**

1. Akiachak
2. Akiak
3. Aniak
4. Atmoutluak
5. Bethel
6. Chefornak
7. Grayling
8. Hooper Bay
9. Kasigluk
10. Kipnuk
11. Kwethluk
12. Marshall
13. Napakiak
14. Newtok
15. Nightmute
16. Pilot Station
17. Sleetmute
18. Toksook Bay
19. Tuluksak
20. Tununak
21. Umkumiut



## 1 Overview

Fifty-nine participants from twenty-one Yukon-Kuskokwim Delta communities gathered in Bethel on August 21 and 22, 2012 for a Regional Backhaul Summit sponsored by the Nelson Island Consortium and the Kuskokwim Watershed Council. Zender Environmental Health Group provided technical assistance & co-facilitation. Planners hired Information Insights to provide objective third party facilitation and assist in Summit procedural design. Yup'ik translation for English-Only presenters was provided throughout the Summit.

On the first morning, Summit participants heard presentations from the City of Bethel staff, City Council & Donlin Gold concerning the status of the Bethel Recycling Center, the issues related to using the Center as a regional Backhaul Hub, and the potential for Donlin Gold to finance regional backhaul. Next, the Kawerak Regional Backhaul Program Coordinator provided participants with an overview of how their program works, and the primary keys to their success. After lunch, a panel of representatives from plane and barge transportation companies provided information about their backhaul requirements and capacities, as well as their willingness to work with communities.

Following these presentations, group discussions began and continued through to the following afternoon. The discussions were facilitated and consensus technology via small electronic voting machines was used to assist in prioritizing issues and enumerating backhaul program needs.

This report chronicles the Summit sessions in the order they occurred and summarizes Summit findings.

## 2 Bethel Recycling Center Status and Its Potential as a Regional Hub.

Dave Stovner, former manager of the City of Bethel Recycling Center (the Center), provided an overview of the Center's operation. It closed about one year ago primarily because the Center cost the City money to operate, and its continued operation was not a political priority. Prior to its closure the City had been running it for about five years. To obtain better recycling prices in Seattle, they had obtained a commercial-size baler. These full-size bales (5 ft by 4 ft by 2.5 ft) weigh about 1,200 pounds so that they also purchased a skid steer to move the bales and several shipping connexes. All of the equipment was funded by the Denali Commission.

The amount of material processed was substantial—particularly cardboard. In the last year of operation, 180,000 pounds of cardboard was transported in thirteen containers. Each container cost \$1,800 for the City to ship. While cardboard especially reduced the wastestream going to the landfill, and landfill life is a concern, the financial burden was high. The only recyclable that made money was aluminum cans. A number of villages would send some recyclables to their Center, and the City would be stuck with them, without any compensation. The City is concerned about the financial burden of formally or informally serving as a hub, as well as the additional liability burden. Presentation notes and the Question and Answer ("Q & A") followup are included in Appendix A.

## 3 Political Climate for Rural Solid Waste Funding

Mary Sattler, formerly a legislative aide representing Bethel, spoke at first about the political climate for obtaining funding to develop backhaul or a regional hub. It was her opinion that funds to rural Alaska in general are drying up, and they are unlikely to increase anytime soon, given current politics and priorities. Her advice was to write in bullet points exactly what was needed and to really lobby hard to

make waste management a priority. She also believed that working more with the State of Alaska Department of Environmental Conservation and U.S. Environmental Protection Agency would help. She echoed Dave Stovner's comments related to difficulty for the City in paying for solid waste services to rural villages when they cannot stay "in the black" for their own waste materials. The City Council wants the private sector to contribute to this effort to make it financially worthwhile. They are also facing a number of other pressing environmental concerns, such as honeybucket disposal and waste litter on the tundra. Ms. Sattler also mentioned that the legislature and other entities need to be informed by rural communities of how things "work" in rural Alaska. The cost of living is high, and entities shouldn't expect residents to do the backhaul staging, packaging, and coordination for free.

**Question:** Economic development and transportation initiatives are rising to the top of concerns for the state. How do we encourage people to take environmental issues seriously as a priority?

**Answer:** It's a matter of asking the right people. Legislators need to be asked. They need groups to approach them to ask for environmental funding. KRWC has power and NIC does too to ask for things. Sometimes it's the quantity of requests or sometimes it's the quality of the request. You should explain why the issue is so important and what it means to you.

Additional Q & A along with the full presentation notes is included in Appendix A.

## 4 The Capacity and Willingness of Donlin Gold to Finance Backhaul Efforts

Ms. Sattler works for Donlin Gold and took time to present the company's position. Donlin Gold is paying for a planning study to design an efficient Bethel Recycling Center. She did not discuss this project, or where in the process Donlin was in selecting the winning proposal. However, she did mention two main informational points. First that Donlin Gold is very much interested and committed to helping in the backhaul effort once they start, or if they start, development. At this point however they are in only an initial exploratory phase and are having difficulty with their own waste disposal-- which relies primarily on an incinerator. In about four to five years she believes they will be at a point where they can begin to offer backhaul transportation and to fund backhaul training. Presentation notes and the Q & A followup are included in Appendix A.

## 5 The Kawerak Model for Regional Backhaul

To place participants in the right frame of reference for what a backhaul program consists of, and the challenges and issues that can be present, Anahma Saito presented on the Kawerak Backhaul Program. Kawerak operates a regional backhaul program out of Nome for the Norton Sound region. Villages send their backhaulables to the Kawerak program and she ensures that the materials are properly packaged for shipment to Anchorage or Seattle. When materials are incorrectly packaged or labeled, she will contact the village and inform them of what to do next time. She then corrects the problem and transports the materials to the correct shipper (barge or plane). She makes sure the villages receive back their totes or other supplies, and she facilitates regular teleconferences with all the villages so that they may share resources and ideas. The full presentation is online at:

<http://www.nelsonislandconsortium.org/docs/kawerak.pptx>

## 6 Transporters: Perspectives & Logistical Information

A panel of six statewide and regional transporters convened after lunch to provide information on their current backhauling services, requirements, and willingness and wariness on providing expanded backhaul in the future. These transporters gave their contact information for Bethel region villages to call them directly to discuss and arrange backhaul shipments. Their Contact information is at:

[http://zendergroup.org/docs/backhaul\\_transport.pdf](http://zendergroup.org/docs/backhaul_transport.pdf)

Table 6.1 below organizes the information provided by the panel. The Alaska Logistics representative had just started working in the region, and was unable to provide details at that time. However, he encouraged participants to call and speak with him about arranging for a backhaul project. Following the panel presentation, a short Q & A session was held. Because increased knowledge on backhaul logistics was a central goal of the Summit, notes for the Q & A session follow the Table, versus being included in an Appendix.

**Table 6.1 Transporter Panel Service Area, Packaging Requirements, Willingness to Backhaul, and Additional Perspectives on Regional System.**

Item	ERA/Hageland	Ryan Air	Grant	Crowley	Lynden
<b>Barge or Plane</b>	Plane	Plane	Plane	Barge	Plane, Barge, Truck
<b>Where they serve</b>	<p>Akiachak, Akiak, Aniak, Atmautluak, Bethel, Chefnak, Chevak, Chuathbaluk, Crooked Creek, Eek, Holy Cross, Hooper Bay, Kalskag, Kasigluk, Kipnuk, Kongiganak, Kwethluk, Kwigillingok, Marshall, Mekoryuk, Mountain Village, Newtok, Nightmute, Nunam Iqua, Nunapitchuk, Pilot Station, Quinhagak, Red Devil, Russian Mission, Saint Mary's, Stony River, Toksook Bay, Tuluksak, Tuntutuliak, Tununak</p> <p>3-4 times each village per day.</p>	<p>Akiachak, Akiak, Aniak, Atmautluak, Bethel, Chefnak, Chevak, Chuathbaluk, Crooked Creek, Eek, Holy Cross, Hooper Bay, Kalskag, Kasigluk, Kipnuk, Kongiganak, Kwethluk, Kwigillingok, Marshall, Mekoryuk, Mountain Village, Napakiak, Napaskiak, Newtok, Nightmute, Nunam Iqua, Nunapitchuk, Pilot Station, Quinhagak, Red Devil, Russian Mission, Saint Mary's, Stony River, Toksook Bay, Tuluksak, Tuntutuliak, Tununak</p> <p>Ryan Air contracts with Everts. Ryan flies to villages, then can transfer to Everts which flies to Anchorage.</p>	<p>Akiachak, Akiak, Atmautluak, Bethel, Chefnak, Chevak, Eek, Hooper Bay, Kasigluk, Kipnuk, Kongiganak, Kwethluk, Kwigillingok, Marshall, Mekoryuk, Napakiak, Napaskiak, Nunam Iqua, Newtok, Nightmute, Nunapitchuk, Quinhagak, Tooksook Bay, Tuluksak, Tuntutuliak, Tununak</p>	<ul style="list-style-type: none"> <li>○ Operate all along Arctic Coast, Kotzebue Sound, Norton Sound</li> <li>○ Nenana River</li> <li>○ Yukon/Kuskokwim Rivers</li> <li>○ Each year individual villages should call Brandon Leary, Director of Terminal Operations, at 907-543-2421, for the updated schedule and whether they are on it.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Call Lynden for updated schedule at 907-543-1919</li> </ul>
<b>Packaging requirements</b>	<ul style="list-style-type: none"> <li>▪ Package hazmat properly and label, label, label...</li> <li>▪ We want to help, but we are not recyclers. We are the transporters. <b>We</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ They are freight only. Different regulations for freight than for passenger.</li> <li>▪ We can take a lot more hazmat</li> <li>▪ <b>Shipper's risk – the regulations</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ They are passenger only aircraft. Different regulations</li> </ul>	<ul style="list-style-type: none"> <li>▪ No additional requirements over federal requirements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Paperwork needs to be done properly</li> <li>▪ Need to package according to DOT</li> </ul>

Item	ERA/Hageland	Ryan Air	Grant	Crowley	Lynden
	<p><b>need to know what the system is, what the final destination is, and who to contact if there are any problems.</b></p>	<p><b>state that it is not the airlines responsibility to ensure that something is properly packaged. It is the shipper's responsibility.</b></p> <ul style="list-style-type: none"> <li>▪ Labeling needs to have contact information &amp; all required placards.</li> <li>▪ Call us to ask for help about filling out forms and getting the right paperwork and proper packaging</li> </ul>	<p>apply. Lead acid batteries – may not be able to haul those on a passenger carrying aircraft.</p> <ul style="list-style-type: none"> <li>▪ They want cans to be crushed.</li> </ul>		<p>specifications</p> <ul style="list-style-type: none"> <li>▪ They don't want to put personnel or environment in jeopardy</li> <li>▪ Need to have someone to accept it at the hub/terminal</li> </ul>
<b>Willingness to backhaul</b>	<ul style="list-style-type: none"> <li>▪ “Empty space is empty space and we want to help”</li> <li>▪ Currently we don't charge, it's just based on having stand by room</li> </ul>	<ul style="list-style-type: none"> <li>• “We want to improve the lives of rural Alaskans”</li> <li>▪ But they don't have passengers to help offset the cost</li> <li>▪ So they can't haul for free</li> <li>▪ They have worked out some special pricing and discounts to make it work with some villages</li> </ul>	<ul style="list-style-type: none"> <li>▪ We can haul non-hazardous materials for free to Bethel and transfer it to a carrier for Anchorage</li> <li>▪ Can offer space on airplanes for cans</li> </ul>	<p>Yes, willing. They do a lot of backhaul on the Yukon.</p>	<p>We have space to backhaul, but the key is having a system in place.</p>
<b>Additional logistical comments</b>	<p>They have much more potential for helping with backhaul for the village-Bethel leg.</p>	<ul style="list-style-type: none"> <li>▪ Ryan Air being an agent with Everts, means that we can help with the line of control of the shipping</li> </ul>		<ul style="list-style-type: none"> <li>○ Fuel to villages They offer freight into Bethel, Nome, and Kotz but area fuel supply service to villages, so their village schedule coincides with fuel delivery</li> <li>▪ Chain of custody is</li> </ul>	<ul style="list-style-type: none"> <li>○ <b>Serving the coast is trickier than Kuskokwim, it requires more coordination.</b></li> <li>○ Herc cargo plane comes in 5 times a</li> </ul>

Item	ERA/Hageland	Ryan Air	Grant	Crowley	Lynden
				<p>important</p> <ul style="list-style-type: none"> <li>▪ Trained yearly</li> <li>▪ <b>Think about packaging for each part of the journey</b></li> <li>▪ <b>Regulations constantly change so someone needs to stay on top of that</b></li> <li>▪ Huge fines are involved if it is not packaged properly</li> </ul>	<p>week to Bethel.</p> <ul style="list-style-type: none"> <li>○ They are an integrated global transportation company. High capabilities to move things through barge, trucks (Anchorage), and Herc out of Bethel.</li> </ul>
<p><b>Additional perspectives</b></p>	<ul style="list-style-type: none"> <li>▪ Would like to see the Y-K Delta have a recycling plan of action</li> <li>▪ Could there be a Hazmat or recycling committee in the village. Then could items be sent out item by item, year by year instead of all of them at once?</li> </ul>			<ul style="list-style-type: none"> <li>• Air support could not keep up with the number of passengers and the amount of backhaul if everyone was recycling.</li> <li>• Barges are the cheapest route to go. Need to focus on bulk hauling in the summer on the barges. Get some connexes for storage to hold your backhaul.</li> <li>• It might be financially reasonable to get a recycling company to come and crush and backhaul the scrap metal due to the price of scrap metal.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need a cradle to grave plan for someone to be responsible</li> <li>▪ Kuskokwim has an opportunity to mirror what is happening on the Yukon.</li> <li>▪ Training needed on village end</li> <li>▪ Biggest hurdle is learning paperwork</li> <li>▪ Want to make sure people are safe. Do not want to create hazardous conditions for your village.</li> </ul>

**Comment:** NIC wants to work with regional airlines to create a guide about the contact people, what you take, and what the cost is for shipping.

**Question:** Is there a weight limit on a connex?

**Answer:** Depends on the equipment on board. On the Kusko, can handle about 25,000 pounds of materials. Coastal – we could do 20,000 pounds. We can adjust to handle it; we just need to know in advance to get the equipment.

**Question:** Is there a minimum weight limit for the connex on a barge?

**Answer:** No.

**Question:** If we shipped a connex with e-waste and batteries, do you need a list of the items?

**Answer:** If things are hazardous then we need to know what's there and the weight. This is for regulatory purposes. Barging regulations are probably the most relaxed, especially compared to flight regulations.

**Question:** Can we get connexes dropped off and stored for free over the winter?

**Answer 1:** You should ask the freight companies to do this.

**Answer 2:** From Lyndon: You would need a minimum of 4 connexes to sort out the recyclables. So you would need to see if you can make money off of the recyclables.

**Question:** Could the companies split up the burden? Have one company leave 2 containers per village in a sub-region?

**Answer:** For Lyndon, it will probably still be too expensive. Talking to recyclers would probably be a better route to go.

**Question:** We are working with ALPAR to recycle cans from Kipnuk. Mary Fisher mentioned that cans might be shipped out. What would the rate be to pay from Kipnuk to Bethel?

**Answer:** Cans and paper will fly free as long as space is available. E-waste, hazmat, fluorescents will cost money.

## 7 Identifying Backhaul Barriers in the Region

Summit participants divided into five small groups: Elders, Transporters and other entities, Nelson Island villages, "Yukon villages", and "Kuskokwim villages". Each group was asked to discuss success stories and brainstorm what about backhaul is working well for them. Then, they discussed and listed out challenges to implementing a backhaul program based on four preplanned topics: Gaps in community readiness and capacity; Missing information; Challenges working as a region; and Relationships that need strengthening. Table 7.1 to 7.6 provide the raw notes for each group, showing perspectives with interesting commonalities and differences.

**Table7.1 What are the challenges of working on this as an entire region?**

Elder Group	Nelson Island Consortium Group	Kuskokwim River Region Group	Yukon River Region Group	Transporters
<ul style="list-style-type: none"> <li>• Funding</li> <li>• Knowledgeable staff</li> <li>• Shipping codes air/barge</li> <li>• Central receiving and shipping station</li> </ul>	<ul style="list-style-type: none"> <li>• Money to pay for shipping</li> <li>• Employees not understanding or taking it seriously</li> <li>• Working alone</li> <li>• Not having somebody to contact for info, help, coordination</li> <li>• Location – not on a river system –don’t have regular schedule</li> <li>• Finding ways of getting grants</li> <li>• Inexperience</li> <li>• Miscommunication with companies also</li> <li>• Turnover (IGAP &amp; councils)</li> <li>• Mishaps/staff not working/mistakes/eg. Labeling – taking steps back</li> <li>• Connexes</li> </ul>	<ul style="list-style-type: none"> <li>• If barge starts in McGrath, will they be full by the time they get to us?</li> <li>• Locations</li> <li>• Weather</li> <li>• Getting together to plan/coordinate</li> <li>• Bethel hub for Yukon/Kusk. Delta (including funding)</li> <li>• How to market the materials? Is there a market or some to partner with?</li> <li>• Lack of mobile incinerator</li> </ul>	<ul style="list-style-type: none"> <li>• Space availability on barge/air cargo</li> <li>• Barge communications, even left numbers for them to call</li> <li>• Continuity, BH should happen every summer, not sporadically</li> <li>• Staffing – high turnover rate</li> </ul>	<ul style="list-style-type: none"> <li>• Infrastructure/weath er</li> <li>• Coordinator</li> <li>• Priorities (community/state /federal)</li> <li>• Community buy-in</li> <li>• Economics</li> <li>• Communication between villages/IGAP and transporters</li> <li>• Staging in Bethel/Villages</li> </ul>

**Table7.2 What are the Gaps in community readiness?**

Elder Group	Nelson Island Consortium Group	Kuskokwim River Region Group	Yukon River Region Group	Transporters
<ul style="list-style-type: none"> <li>• Understanding western science and technology vs. traditional knowledge</li> <li>• Provide support to IGAP/Environmental Staff</li> <li>• Develop Partnerships and networking with others</li> <li>• Implementation of policies</li> <li>• Implement ideas and summit suggestions</li> </ul>	<ul style="list-style-type: none"> <li>• Training for handling hazardous material safely</li> <li>• Grants management</li> <li>• Transportation equipment to do the work</li> <li>• Grant writing</li> <li>• Funding</li> <li>• Community education</li> <li>• HURRY UP- LET’S GO!</li> <li>• Station</li> <li>• Ports</li> </ul>	<ul style="list-style-type: none"> <li>• Knowledge throughout the community</li> <li>• Training (staff, community, leadership)</li> <li>• Don’t know what other tribes are doing?</li> <li>• When we can send good on empty planes and barges</li> <li>• Alternate laborers that are trained</li> <li>• Barge doesn’t go year round</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment</li> <li>• Still working on ISWMP</li> </ul>	<ul style="list-style-type: none"> <li>• Labeling/mystery items</li> <li>• Training</li> <li>• Storage</li> <li>• Equipment</li> <li>• Environmental jobs</li> </ul>

**Table7.3 What relationships need strengthening?**

<b>Elder Group</b>	<b>Nelson Island Consortium Group</b>	<b>Kuskokwim River Region Group</b>	<b>Yukon River Region Group</b>	<b>Transporters</b>
<ul style="list-style-type: none"> <li>• Policies and ordinances</li> <li>• Education and encouragement</li> <li>• Outreach</li> <li>• Understand effects of doing/not doing backhaul (pros and cons)</li> <li>• Youth education</li> <li>• Canned goods and health effects</li> </ul>	<ul style="list-style-type: none"> <li>• IGAP &amp; community – local support</li> <li>• Stronger communication (monthly?)</li> <li>• Youth and backhaul/coordinators/IGAP</li> <li>• IGAP &amp; freight companies/personal</li> <li>• IGAP &amp; regions w/good backhaul (eg. Kawerak)</li> <li>• IGAP &amp; service providers/Tech asst.</li> <li>• Sharing ideas w other regions IGAPS</li> <li>• Neighboring communities</li> </ul>	<ul style="list-style-type: none"> <li>• Starts with the person</li> <li>• Ongoing communication between</li> <li>• Villages and transporters                             <ul style="list-style-type: none"> <li>○ Village to village</li> <li>○ Tribes, city and corporations</li> <li>○ Construction companies to backhaul their own +</li> </ul> </li> <li>• Destination contacts</li> <li>• Share knowledge among villages</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation/Tribe</li> <li>• Tribal(s)/City</li> <li>• YRITWC</li> <li>• More villages partnering up</li> </ul>	<ul style="list-style-type: none"> <li>• Regional contacts/networking</li> <li>• Subregional coordinating</li> <li>• Village – contractor</li> </ul>

**Table7.4 What’s working well in your current solid waste management program?**

<b>Elder Group</b>	<b>Nelson Island Consortium Group</b>	<b>Kuskokwim River Region Group</b>	<b>Yukon River Region Group</b>	<b>Transporters</b>
<p><i>N/A – Elders are not involved in the program operation</i></p>	<ul style="list-style-type: none"> <li>• Landfill operators (do a lot of work, separation)</li> <li>• Less trash</li> <li>• Burnbox</li> <li>• Oil burners</li> <li>• Tracking what comes in and out recycling)</li> <li>• Bag ban</li> <li>• Hauling trash for those without ATVs</li> <li>• Volunteer pick up</li> </ul>	<p><i>Did not get to this question</i></p>	<ul style="list-style-type: none"> <li>• Pop cans</li> <li>• Kids doing pop cans on their own</li> <li>• Got 40-50K pounds out with barge</li> <li>• #1 plastics</li> <li>• Got white goods out</li> </ul>	<p><i>N/A</i></p>

<b>Table 7.5 What information are we missing/need to learn more about?</b>				
<b>Elder Group</b>	<b>Nelson Island Consortium Group</b>	<b>Kuskokwim River Region Group</b>	<b>Yukon River Region Group</b>	<b>Transporters</b>
<ul style="list-style-type: none"> <li>• What are the transportation companies' requirements and preparation?</li> <li>• What do we do with heavy equipment and vehicles, old generator?</li> <li>• Old batteries?</li> <li>• Used oil?</li> <li>• Emissions from               <ul style="list-style-type: none"> <li>○ Wood/treated wood</li> <li>○ Machines</li> <li>○ Vehicles</li> <li>○ Effect on health</li> </ul> </li> <li>• Effects from light poles               <ul style="list-style-type: none"> <li>○ Rivers/streams</li> <li>○ Subsistence sites</li> </ul> </li> <li>• Marine debris               <ul style="list-style-type: none"> <li>○ Nets</li> <li>○ Junk on rivers/coast</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Paperwork – how to fill out and what – do you fill out, where to get it for each company</li> <li>• Step by step on how to package</li> <li>• Freight rates for different modes/companies</li> <li>• Health risks of materials</li> <li>• Where/how to get training</li> <li>• How to find the best recycling company – logistics, cost</li> <li>• Barge stop schedule</li> <li>• Template/model for hazardous waste plan</li> </ul>	<ul style="list-style-type: none"> <li>• How to use empty trailers and who to ask</li> <li>• Learn more regarding how to certify people in villages to stage materials</li> <li>• How to pay or negotiate transporting and staffing</li> <li>• What other sources will take products or might be interested</li> <li>• Differences among materials (Plastic 1 &amp; 2, different kinds of batteries)</li> <li>• Could the fuel barge back haul?</li> <li>• How to package hazardous materials</li> <li>• Do we need to be certified to deal with haz mat.</li> <li>• Water and air quality testing to monitor or know</li> <li>• Paperwork and forms for the chain of custody</li> <li>• Education in the villages of materials (haz. Non-haz mat.) ongoing!</li> <li>• Council and their workers, tribal/city/corp....outreach and encouragement.</li> </ul>	<ul style="list-style-type: none"> <li>• Need connexes or flats</li> <li>• First step – gathering of BH stuff?</li> <li>• Community Education Info</li> </ul>	<ul style="list-style-type: none"> <li>• Education/reuse on individual level</li> <li>• Available connexes/equipment</li> <li>• Plan/point of contact</li> <li>• Need to know what is in the village</li> <li>• Projects – usable equipment</li> </ul>

**Table 7.6 What are the Villages' Local Strengths and Resources?**

Elder Group	Nelson Island Consortium Group	Kuskokwim River Region Group	Yukon River Region Group	Transporters
<p><i>Did not get to this question</i></p>	<ul style="list-style-type: none"> <li>• Collection center</li> <li>• Entity teamwork</li> <li>• Education/igap workers</li> <li>• Community involvement</li> <li>• TC – cleanup green up checking up and helping finish</li> <li>• Local plane companies</li> <li>• Just get rid of all plastic of all sorts</li> <li>• Without the container, what will we use?</li> <li>• What is working well in your community?</li> <li>• Clean up/green up</li> <li>• Pretty good volunteer community</li> <li>• Participation in dropping off</li> <li>• Interest in involvement (other agencies (stores, schools, all offices)</li> <li>• Interest in recycling</li> <li>• ALPAR</li> <li>• Good communication among consortium</li> <li>• Teleconferences</li> </ul>	<ul style="list-style-type: none"> <li>• Empty trailers – WNA (AVCP/RHA)</li> <li>• Airlines</li> <li>• NAPA auto parts take free led acid batteries</li> <li>• Crusher for pop cans (KKI)</li> <li>• Internet access</li> <li>• Other organizations/trives</li> <li>• Heavy equipment – WNA</li> <li>• 4 wheelers</li> <li>• Dumpsters</li> <li>• Trash bins (WNA/KKI)</li> <li>• Oil burner (KKI)</li> <li>• Hopper (KKI)</li> <li>• Elders, youth, volunteers, schools for potlatches</li> <li>• Empty pallets</li> <li>• Trash haulers (pick up trash from elders' homes)</li> </ul>	<ul style="list-style-type: none"> <li>• Newsletters for community</li> <li>• Tribe and IGAP program</li> <li>• Store and tribe collaborate for reusable bags</li> <li>• Four-wheeler</li> <li>• Tribe purchases prizes</li> <li>• Communication within community                             <ul style="list-style-type: none"> <li>○ Posting, getting prizes donated, etc.</li> </ul> </li> <li>• YRITWC spearheaded BH</li> <li>• In kind donations from construction companies</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

In the evening of the first day, the facilitators condensed and organized the five groups' responses, so that the full audience could prioritize and work on the topics during the second day. The following lists resulted.

## 7.1 Which gaps in community readiness and capacity should we focus on first?

The gaps identified spanned infrastructure, personnel, and needs:

1. Transportation in the community/heavy equipment to do the work
2. Community awareness/knowledge/individual buy-in
3. Funding (including grant writing/management)
4. Storage (connexes, totes, etc.)
5. Provide support to IGAP/Environmental Staff
6. Environmental jobs - Alternate laborers that are trained
7. Implementation of community policies and ordinances and state regulations

## 7.2 Which area of information should we work on gathering first?

The kinds of information that participants felt were lacking fell into two broad categories, 1) procedural logistics and 2) village inventorying and assessment.

### 1. Logistical:

#### **Researching and compiling specific details from transporters & end-destinations, such as:**

- When we can send goods on empty planes and barges
- Could the fuel barge back haul?
- Freight rates for different modes/companies
- Barge stop schedule
- How to pay or negotiate transporting and staffing
- How to find the best recycling company – logistics, cost
- What other entities will take products or might be interested

#### **Understanding waste and packaging**

- What can and should be hauled out?
- How to package hazardous materials
- Step by step on how to package
- Differences among materials (Plastic 1 & 2, different kinds of batteries)

#### **Understanding paperwork and documentation**

- Paperwork and forms for the chain of custody
- Paperwork – how to fill out and what – do you fill out, where to get it for each company

### 2. Inventorying & Assessment-- Understanding what is in each community

- Equipment that could be used
- Materials that need to be hauled out
- Water and air quality testing to monitor or know

## 7.3 What regional challenges should we work on first?

The regional challenges identified reflected the varying sub-regional logistics, the absence of a unifying entity that could coordinate backhaul, the current lack of organized communication among village

environmental programs, the poor economic circumstances in the region, local staff inexperience & inadequate time resources, and the lack of a strong political will at the local, regional, and statewide levels.

- 1. Logistics & the nature of our location: Infrastructure/weather/geography**
  - a. How these factors affect shipping transportation options – in the region as a whole as well as how they affect the variability of shipping options & logistics subregionally.
  - b. Lack of one backhaul hub for the area – infrastructure.
- 2. Coordination and Communication**
  - a. Getting together to plan/coordinate
  - b. Not having somebody to contact for info, help, coordination
  - c. Communication between village IGAP/Environmental/Transporters
- 3. Making backhaul a priority at the community and regional level – communicating it with the state to obtain funding & resources.**
- 4. Poor financial feasibility without resource assistance** (for community, transporters, and end-destinations).
- 5. Staffing needs at the community level**
  - a. Turnover (IGAP & councils)
  - b. Employees not understanding or taking it seriously
  - c. Working alone – overtaxed, understaffed.

#### **7.4 Which relationships should we focus on strengthening first?**

Relationship building was seen as important – essentially every relationship that is involved in backhauling was identified as needing strengthening:

1. Between this region and other regional backhaul programs
2. Between villages
3. Between tribes/communities and transporters
4. Between communities and construction companies
5. Between communities and destination contacts
6. Between IGAP workers and their community (including other entities like tribe, city, corporation)

## 8 Deciding Priority Challenges

Using hand-held “voting machines” (“Instant Insight”), participants voted on which of the challenges described in Sections 7.1 – 7.4 to begin addressing at the summit. The six challenges below were voted as the top priorities. The challenges can be viewed as the tentative first “efforts”, or “thrusts”, with which to proceed towards successful backhaul in the region.

Interestingly, making backhaul a political priority was voted a priority over developing regional coordination, infrastructure, or planning on backhaul port logistical issues. Participants recognized that if backhaul is not thrust to the top of local and regional policy goals, progress won’t happen. Also, the local task of building relationships between IGAP workers (i.e. Village Environmental Program staff) and the community was seen as a priority step over the logistical need of building relationships between the village and transporters and end-destinations. In that vote, participants, many of whom were IGAP workers, reflected the common group observation that community involvement and support was key to having a successful backhaul program for a host of reasons. Still, the identification of funding and building capacity for grant writing and management was viewed as essential, given the economic circumstances in the individual villages and the region as a whole. Finally, a number of procedural information priorities were identified, including 4) identifying and making accessible shipping logistics (schedules, requirements, pricing, etc.), 5) learning about regulations and how to fill out paperwork, and 6) building local capacity for proper packaging and handling. Priority challenges were:

1. Making Backhaul a Priority at the Regional and Community Level
2. Strengthening relationships between IGAP Workers and Community
3. Funding and Grant Writing and Management
4. Understanding Detailed Specifics from Transporters
5. Understanding the Paperwork and Form Processes
6. Understanding Waste and Packaging: What needs to be removed and why (understanding its risks), and understanding how to handle it properly.

Voting details on the priority assigned to all of the challenges are included in Tables 8.1 to 8.5.

**Table 8.1 Which gaps in community readiness and capacity should we focus on first? (choose two)**

<b>Problem</b>	<b>Response</b>
Transportation in the community/heavy equipment to do the work	15.8%
<b>Community awareness and knowledge; individual buy-in</b>	<b>20.0%</b>
<b>Funding (including grant writing/management)</b>	<b>30.5%</b>
Storage (connexes, flats, etc.)	5.4%
Provide support to IGAP/Environmental Staff	15.6%
Environmental jobs - Alternate laborers that are trained	4.3%
Implementation of community policies and ordinances and state regulations	8.4%
<b>Total</b>	<b>100%</b>

**Table 8.2 Which area of information should we work on gathering first? (choose two)**

Area	Response
<b>Researching and compiling specific details from transporters</b>	<b>31.0%</b>
<b>Understanding waste and packaging</b>	<b>23.0%</b>
Finding and building relationships with end destinations	13.9%
Understanding paperwork and documentation	22.7%
Understanding what is in each community	9.4%
<b>Total</b>	<b>100%</b>

**Table 8.3 What regional challenges should we work on first? (choose two)**

Challenges	Response
The nature of our location: Infrastructure/weather/geography	8.4%
<b>Coordination and communication</b>	<b>26.3%</b>
<b>Making backhaul a priority at the community and regional level – communicating it with the State</b>	<b>29.7%</b>
Economic feasibility	6.8%
Staffing at the community level	12.6%
Lack of one backhaul hub for the area	16.3%
<b>Total</b>	<b>100%</b>

**Table 8.4 Which relationships should we focus on strengthening first? (choose two)**

Relationships	Response
This region and other regional backhaul programs	16.1%
Villages	10.7%
<b>Tribes/communities and transporters</b>	<b>25.2%</b>
Communities and construction companies	5.7%
Communities and destination contacts	11.2%
<b>IGAP workers and their community (including other entities like tribe, city, corporation)</b>	<b>31.0%</b>
<b>Total</b>	<b>100%</b>

**Table 8.5 Which two of these challenges should we work on this afternoon?**

Challenges	Response
Community awareness and knowledge; individual buy-in	16.4%
<b>Understanding waste and packaging</b>	<b>23.5%</b>
<b>Understanding paperwork and documentation</b>	<b>22.4%</b>
Tribes/communities and transporters	20.1%
Coordination and communication	17.6%

## 9 Developing Solutions to Priority Challenges

After voting on what challenges they saw as the priority challenges to work on first, participants then reconvened into the same four small groups, minus the transporter group, and began discussing how to address these challenges. Groups met in the morning as well as for a session after lunch. Tellingly about the Yup'ik culture, participants changed the way groups were scheduled to discuss solutions. Originally, facilitators had planned for each group to discuss a separate topic. In that way, maximum time for coming up with details would be available. But participants as a whole did not see that as the appropriate way to proceed. They believed that each group should be able to discuss all challenge topics. Facilitators then restructured a way to conform to what the participants saw as optimal.

Solutions are discussed below. Because the first three challenges involve fundamental shifts in political, socio-cultural, and economic circumstances, they are presented in separate subsections. The last 3 challenges are straightforward procedural tasks—involving proper training: compilation and dissemination of existing materials and data; and use of accessible information outlets. They are combined into a single subsection. Because most transporters were absent on the 2<sup>nd</sup> day, the transporter group did not convene. The notes below are compiled summaries of how to address each challenge; raw lists can be found in Appendix C.

### 9.1 Solutions to Making Backhaul a Priority

As outlined in suggested solutions below, participants recognized a need for a fundamental shift (essentially a “sea-change”) of backhaul’s priority in the political landscape.

#### 1. Working at the community level:

##### a. Conduct Outreach to Youth

- Audiovisual aides – kids
- Work with teachers to make sure you can help them meet standards while teaching environmental education
- Fun project to involve kids while educating them

##### b. Look for Media Opportunities

- Use key messages: Impacts our health, our land, animals, plants. Space/landfill issues. Need to leave a path for our kids.
- Use digital recordings (KUK)
- Video competition
- Contact media to expose a situation or get attention of the state.

##### c. Spearhead Local efforts

- Share at community level via newsletter or community gatherings
- Bring in speakers
- Make a presentation back to councils on all of this so they learn more and get more supportive
- Communicate to locals on proper disposal of waste for community level and regional shipping
- Informational pamphlet especially aimed at health problems

- Local city councils should be invited to summits, conferences, trainings along with tribe (Reg level)
- Working with school. LKSD to follow community regulation/policies on disposal and backhauling

## **2. Working at the Regional and Statewide Level:**

### **d. Work with AVCP**

- Group of tribes presenting resolutions at AVCP convention (AVCP takes the top priorities to state/AFN)
- Advertising/documenting summit to AVCP that backhaul is a priority
- Link backhaul to development and transportation, jobs

### **e. Work with Calista**

- Calista lands dept – they need to get message – convince village corps to go to Calista
- Community needs assessment that shows backhaul a priority
- Active demonstration of impacts of trash – do backhaul to Calista
- Link backhaul to development and transportation, jobs
- Shareholder newsletter

### **f. Work with the State**

- Identify all stakeholders whose lands are impacted (BLM, USFWS, etc) and let them know/work with leveraging of backhaul/and personnel and community level (IGAP) the village can get it done
- Request money from state and federal legislatures
- Tribe Call state representatives
- Letters to our reps- telling backhaul is important
- Link backhaul to development and transportation, jobs

### **g. Regional backhaul committee with reps from each subregion and entities like AVCP, KWRC, etc**

- Have hub to sub-hub negotiate rates for all sub regional communities

## **9.2 Solutions to Strengthening Relationships Between IGAP Workers & Community**

Participants across all groups also saw a need for a fundamental shift in the local community perception and reception of their environmental programs. A number of ideas surfaced, which are grouped into the 4 main categories below.

### **1. Provide Community Outreach and Education**

- Education: meetings, bingo, schools, headstart etc... Why we are doing this (health & environment)
- Yuraq – using this to talk about before the dancing (Yuraq means traditional Yup'ik community dance)
- Cultural youth programs (having school host so IGAP can present there)
- Use students to reach their parents
- Working with school to not just teach but apply it
- Share info through schools/community/councils/potlucks
- Website/facebook to engage/educate

- Newsletter

## 2. Foster Cooperation between local entities

- Get groups to work together on creating ordinances (city/tribe) to prevent conflicting ordinances
- Help councils understand what we do, why it is important, why be involved, potential \$ sources and help – do this by attending meetings and sharing information
- Getting other entities involved to provide support (Corps, schools, etc)
- Communicate with local staff re: traditional laws to respect care and handling of subsistence resources
- Communicate with other local entities to see when they may be receiving or sending shipments with which the environmental programs can leverage:
  - School projects
  - Clinic
  - Tank farm manager
  - Other villages

## 3. Provide Training to IGAP Workers & Communities

- Would be nice for IGAP to have “training kits” to train their community
- Provide training on:
  - Sorting of materials at homes
  - Freon removal (for a local part-time job)
  - Drain batteries
  - What backhaul is and why
  - Hazwoper (so that community can work on issues/local hire)
- Community members to notify IGAP staff on possible contamination – how they can recognize contamination

## 4. Gather Information

- Assessment of unused equipment, vans, etc and removal
- Assess village dump sites
- Elder interviews

## 9.3 Solutions to Funding, Grant Writing, and Grant Management Challenges

The third fundamental shift seen as necessary by participants was improved capacity for financial self-determination. With greater ability to leverage or secure funds and resources they would have greater flexibility and wider scope to design and carry out the backhaul programs that best suit their communities. Participants generally felt that the solutions to acquiring more funding and improving grant award and management performance (the latter of which would lead to more funding opportunities) were fairly straightforward. Whether the available funding exists at sufficient levels, whether the staff has the resources to obtain training (if it exists), and whether appropriate training exists, were not addressed. Solutions focused on making do with what resources might be available in untapped entity leveraging

### 1. Leverage relationships so as to leverage funding or decrease the need for funding

- Use other entities to acquire funding
- Corporations

- School LKSD, YKHC
- Partner with school (or other entities) to help pay
- Have entities send out their own wastes recycling, like FL lights, transformers

**2. Use existing resources**

- Tap into Zender for technical assistance
- Use Zender website for grant proposals
- Getting technical assistance to write grants
- Tap existing resources – Zender, USDA and others for sources of funding, technical assistance, list of grant writers

**3. Ensure Accountability to be able to report and track results, budget information, and financial integrity**

- Be accountable for financial management
- Use Quickbooks & Excel
- Create template for everyone to use for budgeting
- Cross-train IRA staff so more people understand Quickbooks, etc, grant writing

**4. Provide (& Take) Training on:**

- How to write a good grant proposal (administrator, coordinator, council members of each org)
- Research sources of funding or info
- Budgeting
- Training on how to write a good grant proposal
- Grant reporting – communication and training challenge

**5. Assess priorities and develop projects to acquire funding**

## 9.4 Solutions to Backhaul Procedural Challenges.

These 3 related topics are presented in the same subsection because addressing them is relatively straightforward. Solutions rely on compilation and dissemination of existing information and resources, and not on the complex relationships, politics, capacity development, etc. that the three priority topics discussed above do. In Section 15, the suggested steps forward reflect this distinction.

### 9.4.1 Understanding Waste and Packaging: What needs to be removed and, and understanding how to handle it properly

This unmet procedural challenge was understood by participants to mean the increased knowledge on what wastes are toxic and why, how to safely handle, store, and package it. AS brought up several times during the Summit by presenters and participants alike, there are a number of resources that provide much of this information. The lesson however, is that there will always be new Environmental Program staff, that some material could be made more user-friendly and other material is not complete, that more training is needed, that better advertisement of resources (such as the Zender website and technical assistance contacts) could be made.

**1. Information participants felt they are missing:**

- a. How to package each kind of batteries separately
- b. How to pack vehicles, (ATV, snowmachine, etc. )
- c. Understanding the problems if you don't do it right
- d. Understanding requirements of recyclers, and transporters.
- e. Knowing what is waste, what is toxic waste

- f. Knowing where to get packaging
- g. Is packaging the same for air/barge transporters?
- h. Is there packaging available for us or do we make our own?
- i. Separate specific hazards and packaging (batteries, chemicals, used oil etc. Freon, antifreeze)

**2. Ideas to consider for education and training:**

- a. Train IGAP how to drain liquids from appliances, vehicles...
- b. Have all training include HANDS ON (look for that kind, ask trainers to include hands on/examples)
- c. Educate community on types of waste
- d. How to get IGAPS certified
- e. Let communities know that they could host a training- collaborate?
- f. Educational materials that are understandable to community members
- g. Success stories – villages that have already backhauled.
- h. Older generation is not familiar with hazards
- i. Translation of specific chemical hazards into Yupik
- j. Staff should be trained
- k. Communities need to understand hazards to human health
- l. Educate schools for proper handling
- m. Train w/RITWC (Fbks) Hazwoper

**3. Resources Identified:**

- a. Watch facebook for upcoming trainings with Kuskokwim Watershed
- b. ATCEM Alaska Tribal Conf on Enviro. Mgmt (Nov 6-9ish (ATCEMAK.com)
- c. AFE Alaska Forum on the Environment
- d. Go to Zendergroup.org for website materials and for technical assistance
- e. SWAN solid waste Alaska network (SWAN is still down but materials are now all on Zender group's website)

**9.4.2 Solutions to Understanding Transporter Logistics and Requirements**

The following details were identified as being needed, with several suggestions on obtaining them. The idea of a central guidebook that gives specific and understandable information for the region surfaced in each group.

1. Barge schedules (getting them) – let the barge know when you are backhauling. Only barge schedule set are hubs (contact all barges). For this task, it should be tasked to 1 person in a consortium of villages working with each other. Then they should let the other villages know.
2. Freight rates:
  - a. Should be placed on a website and handbook
  - b. Get the person's name when speaking with them so as to better document the rate they offer.
  - c. Try to contact a local person versus national or statewide contact.
  - d. Get basic rates for everyone into some kind of handbook/resource, but allow for special circumstances, i.e. suggesting a potential for better price or even a worse price.
1. Who to contact (for all barges and transporters) in an accessible resource
2. Forms – having these available with template on how to fill them out.

3. Staging needs – what do the transporters want or their shipping/packaging requirements that might affect how a village would stage materials.
4. Who can take what? A central resource on Anchorage and Seattle end-destinations.
5. Airport/airstrip specific regulations: E.g. Would we need approval from DOT to leave stuff at airport?
6. Develop manual for shipping logistics – use proper shipping methods/codes. Similar to what exists but including more details on paperwork and process.
7. Role of village agent in helping communicate
8. What are the proper containers and preparation/packaging for each transporter?? Do they have requirements that are different (more stringent or more detailed) than federal regulations?

### 9.4.3 Understanding the Paperwork and Form Processes

A number of participants voiced concerns about filling out paperwork properly and meeting any regulations and requirements. With the forms and regulations written not only with a very technical language, but with many attending villages speaking English as a second language as well, the concern takes on added importance. Participants listed the different types of information that they would like to see available, as well as possible ways to disseminate it.

1. Information that should be available to address the concern:
  - a. Where to get forms
  - b. Understanding waste (what goes where)
  - c. List of wastes that require official paperwork
  - d. What labels to place for households that are saving and transporting these to staging area? (re: used batteries to be picked up by staff)
  - e. Sample forms from all the transporters that are filled out.
  - f. What labels are needed for what wastes
  - g. What is staff responsibility on record keeping?
  - h. Template for local packaging and preparedness protocols for a village
2. How to effectively provide the information:
  - a. The village needs to write on their labels who the transporter can contact with questions so that if they have the form incorrectly filled out, they will be told.
  - b. Shippers or someone could come to villages to teach filling out forms
  - c. A handbook on filing out forms – should be available in paper and electronic – and kept current
  - d. Training on form filling out at hazwoper courses, RALO, ATCEM, AFE, Zender training
  - e. Inform leadership on requirements, not just IGAP workers, so that leaders know it is not that easy and there is liability if done wrong.
  - f. Villages should develop local packaging and preparedness protocols
  - g. Village needs to keep a copy of paperwork that is filled out properly

## **10 AVCP as the Coordinating Regional Backhaul Entity**

Steve Street, AVCP Director of Archeology & Historic Preservation Department, spoke at the meeting concerning the potential for AVCP to act as regional backhaul coordinator. In the Norton Sound, Northwest Arctic and Southeast regional backhaul programs, the regional Native Non-Profit Corporation employs 1-2 staff to coordinate backhaul for the surrounding villages, including hands-on repackaging, pickup from small plane hangars and delivery to jet cargo planes, and backhaul supply assistance, as well as information dissemination and village communications. Mr. Street relayed the issues that AVCP was concerned about—primarily liability from improperly packaged and labeled (or unlabeled) materials, lack of current infrastructure appropriate to the need (connexes, central facility, totes), and financial risk/burden related to villages sending materials free-of-charge to Bethel, with the second transport leg to Anchorage or Seattle unpaid for. He did however feel that these challenges could be overcome with the types of solutions discussed at the Summit such as appropriate training, village agreements for liability responsibility in place, and strong coordination between AVCP backhaul representative and IGAP staff and transporters. The first hurdle to AVCP serving as backhaul lead for the region was that it needed to be recognized as an AVCP priority. If it was a formal priority for AVCP, then he could go about directing resources and securing additional funding for an AVCP regional backhaul program. He told participants how AVCP decides their priorities each year. Resolutions are presented by villages at the AVCP annual meeting, and those that are strongly supported, such as those initiatives with many village resolutions supporting them have a high chance of being adopted as a priority. A key piece of information is that AVCP then brings its top priority projects to the State. Each year the State also makes priorities and funds projects for each region. It recognizes AVCP as the primary non-profit service organization representing the region, so that if a backhaul facility and startup operator funds are a priority, there is a high chance that some funding will come. Likewise, AVCP is also recognized as the region's voice at AFN (along with Calista for different issues). If backhaul is made a priority at AFN, AFN can make a strong case to state and federal legislators for funding. He said that AVCP, Calista, and AFN all see development and transportation as job creators and they are very keen on these current priority topics. If backhaul can be tied to development and transportation—(e.g. improving ports, providing jobs, developing cleaner communities that can better attract tourism, lessen mining's negative image, etc.) a stronger chance exists for funding to flow. Advertising/documenting summit to AVCP that backhaul is a priority. At the end of the Summit, he said a template resolution that is developed and signed by all the villages would make a significant impact with AVCP leaders.

## **11 Orut'samiut Tribe and Kuskokwim River Watershed Council as Coordinating Entities**

It should be noted that a representative from Orut'samiut Council that could represent the Council's position on regional backhaul was not present due to a previous out-of-state engagement. It is not clear whether the Tribe can serve as a regional coordinator versus, or in collaboration with, AVCP. However, it is clear that the Council is very interested in moving regional backhaul forward, and they will likely be involved in at least some aspect.

KRWC was present and commented that they are willing to do what is desired by Tribes they serve. KRWC is a subregional organization, as is NIC, and this aspect may be a consideration in regional coordinator logistics. See the Final Section comments on regional coordinative roles during this interim planning period.

# 12 Discussion on the Three Primary Coordination & Backhaul Routing Approaches

Participants had a brief conversation as a large group about the three coordination approaches on the table. Each approach was discussed in turn with participants free to stand up with a microphone and voice a “pro” or “con”. A subregional approach had the most positive feedback and a regional approach had the most negative feedback. Possibly because this was the approach already practiced and participants were ambivalent about it, the individual village approach received very little feedback. Comments on the need for more information were generally well received. Afterwards, the full audience voted on what approach they thought was best at this time. Tellingly, the audience was nearly split equally between the three approaches. So the feedback on the need for more information (i.e. a study being performed) seemed to hold the most weight. Table 12.1 summarizes the discussion.

**Table 12.1 Backhaul in the Bethel Region: Pros and Cons of the three Main Coordination & Logistical Structures.**

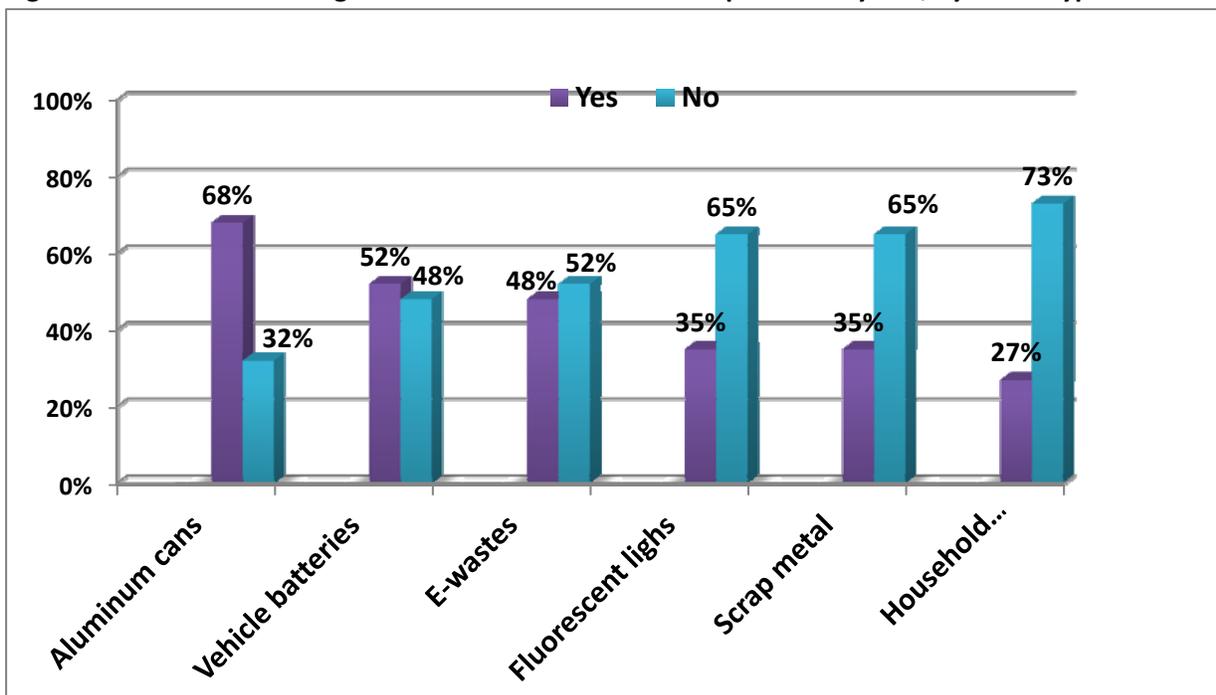
Approach	Advantages (“Pros”)	Disadvantages (“Cons”)
<b>Subregional</b>	Villages can transport their materials to the subregional village that has best access for barges. An example is Toksook potentially for NIC villages because it has easy access to the coast and barges go past there on their way to Seattle. Why transport to Bethel if the barges will be coming by anyway?	Need to be inclusive – and it might be hard to do that especially if some villages are hard to communicate with
	Funding (con) : Harder to obtain funding and coordinate funding?	Need funding for a subregional hub and this is more expensive than just having an individual village do their backhaul when they are able to fund it.
	Effective use of resources. The coordinating workload could be shared.	
	More materials gives barges an incentive to come.	
<b>Regional</b>	Ease of Access	Need to be inclusive
		May not be cost effective to ship materials to Bethel for some villages?
		Need funding - would require substantial funding to set up.
		Can the Bethel port handle these volumes?
		Need place to store, sort, and package
	Communities need to tell the coordinator what is going on, which is an extra step for local Environmental programs	
<b>Individual</b>	None voiced	Less volume so transporters might not want to come.

### 13 Backhaul Program Experience and Equipment/Supply Needs

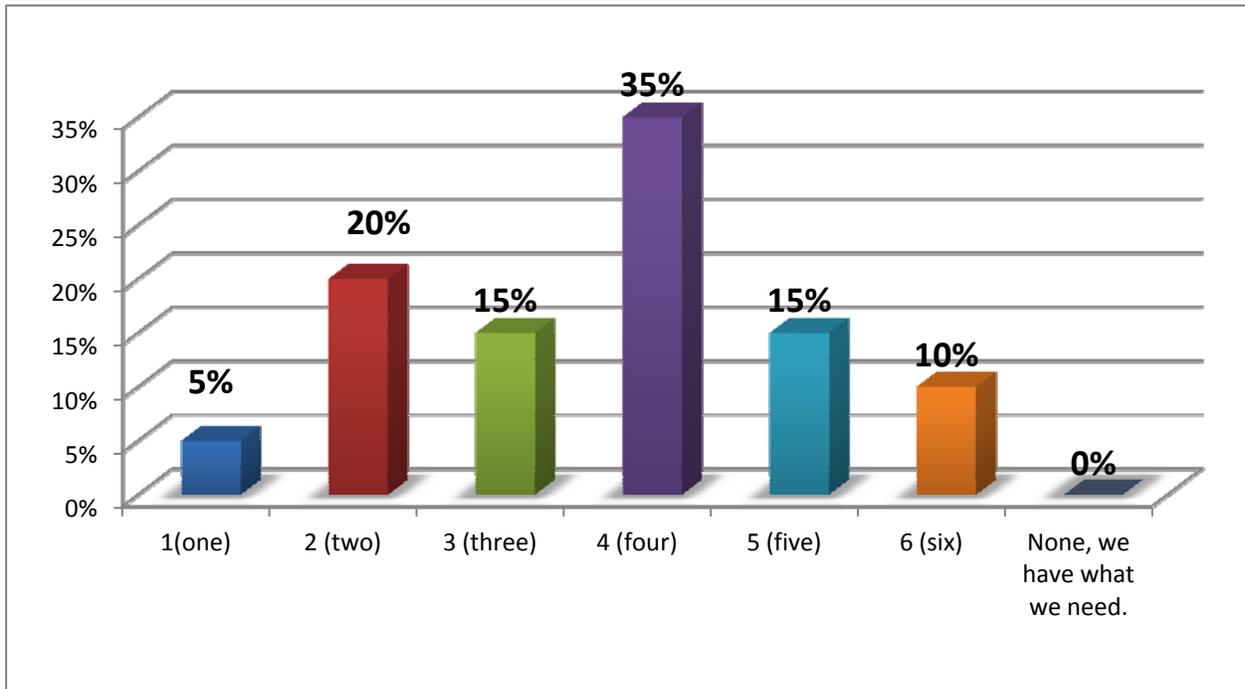
Participants were asked to have one person from their village respond to a number of questions concerning the types of materials they have backhauled in the past 3 years, and the need for basic backhaul connexes and tote supplies, as well as equipment to transport heavy totes to the airport or barge port. If the Environmental Director was present, they were the designated respondent for their village. Responses are given graphically below in Tables 13.1 – 13.4. It is apparent that significant experience resides in the region from which to pull from in developing a sustainable program. However, much progress is needed in overcoming the Summit’s identified backhaul barriers for backhaul to become the norm. Even aluminum can recycling, which is generally available free-of-charge through the Anchorage-based ALPAR “Flying Cans” program, has only garnered participation from two-thirds of villages. Not surprisingly, the least backhauled item is household batteries, as little attention is given to this waste in statewide conferences and other education and outreach efforts. On the positive side, nearly one-half of villages have backhauled e-wastes, even though e-waste backhaul generally requires payment to transporters. E-waste backhaul only began in earnest a few years ago—several years after the statewide push for lead-acid battery recycling. So villages in the region have responded quickly to the information that e-wastes should be separated out and backhauled.

Given the scarcity and expense of dedicated buildings, Connexes for storage, staging, and even materials exchange are a central infrastructure piece for a village backhaul program. At a cost of about \$2,500 each, the average number of connexes needed by villages was three to four. Fish totes are also very important to a backhaul program as they are needed to store, stage, and transport batteries. Likewise most villages needed about three to four more totes. Totes with lids typically cost about \$500. Anecdotally, a number of villages have stated in the past that they have trouble transporting the heavier items to their ports. In response to this needs question, about twenty percent of villages stated they did not possess a means to transport their batteries to the transporter. Typically this deficit can be solved by a small skid steer with forklift attachment, approximately \$40,000 with shipping.

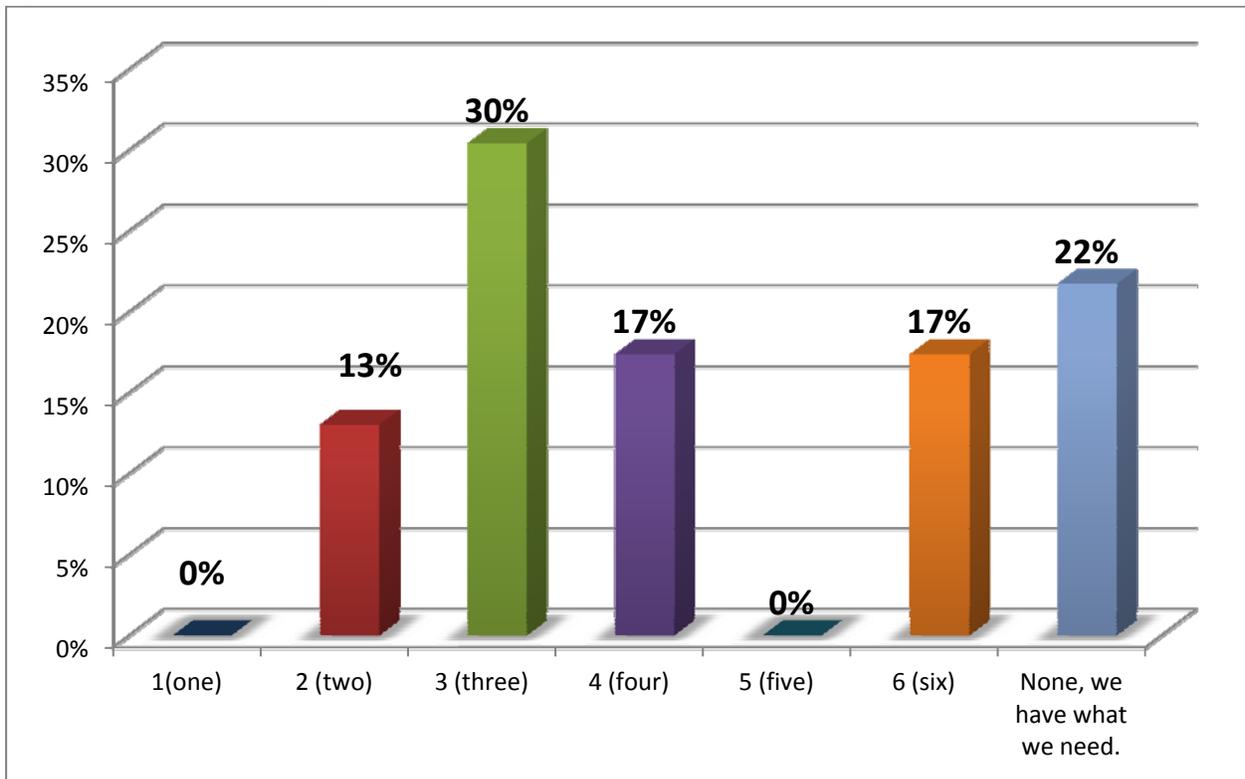
Figure 13.1 Percent of villages that have backhauled in the past three years, by waste type.



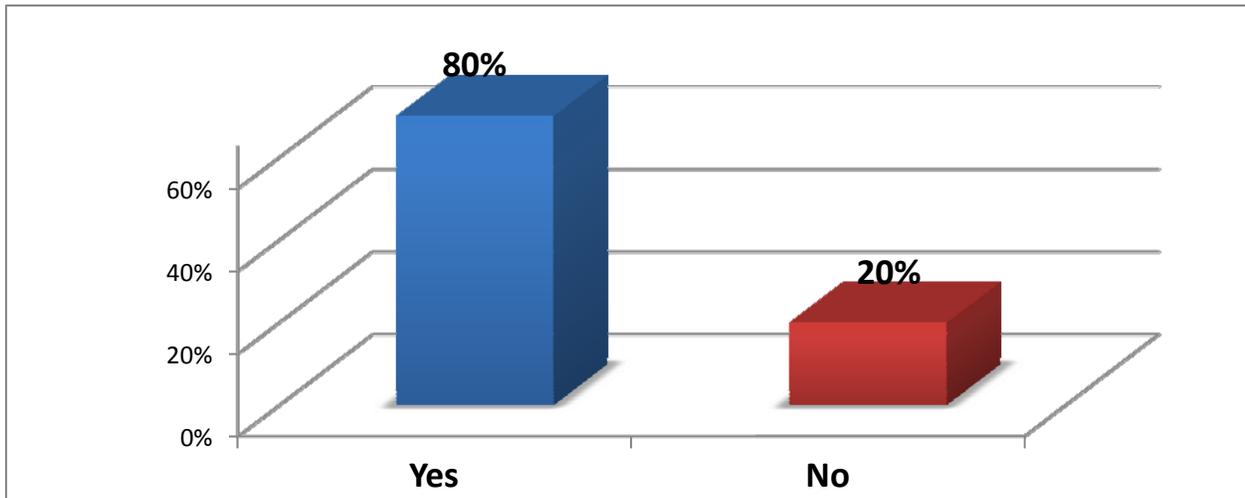
**Figure 13.2 Connex (i.e. shipping container) Needs for the Bethel Region Villages as Self-Identified by the Environmental Program Directors**



**Figure 13.3 Shipping Tote Needs for Battery Backhaul in the Bethel Region Villages as Self-Identified by the Environmental Program Directors**



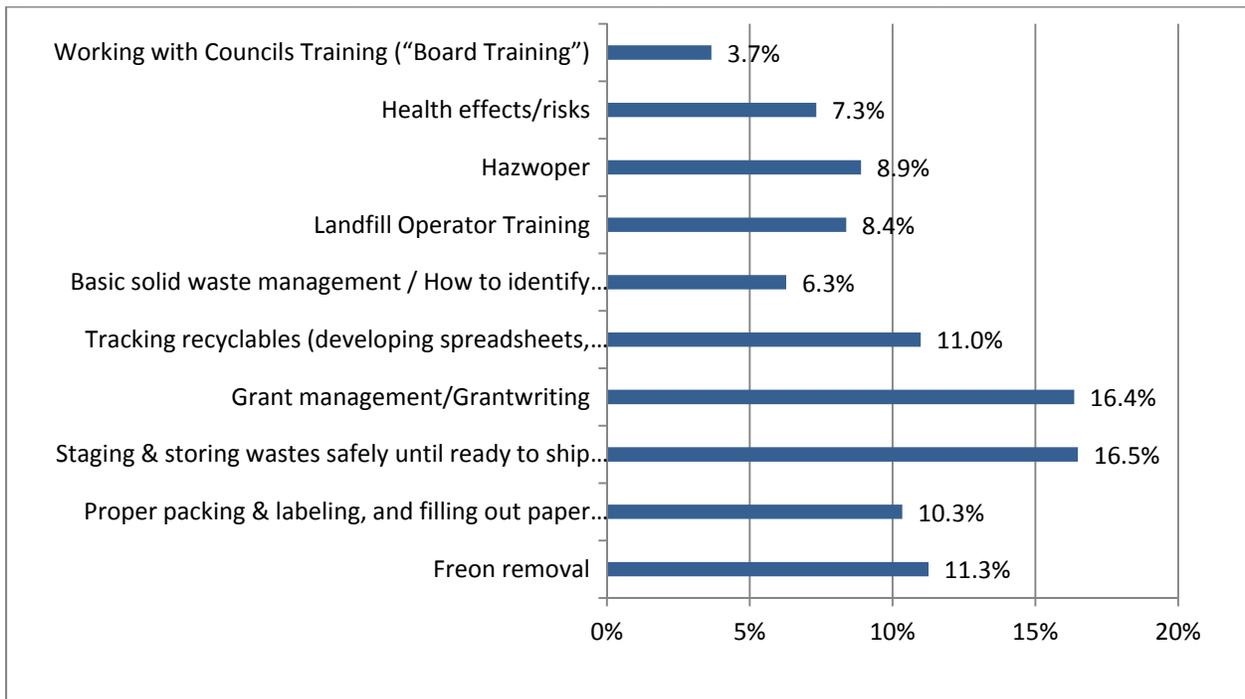
**Figure 13.4 Percent of villages with minimum equipment needed to bring batteries and e-wastes from their staging areas to their airports/barge ports as self-identified by Village Environmental Directors.**



## 14 Backhaul Training Needs

After polling on the backhaul activity in the region, and basic supply and equipment needs, all participants were asked to vote on their two most urgent training needs from a list of 10 topics. Appropriate to the priority challenges that surfaced, grantwriting and management was a lead training need along with training on how to stage and store wastes properly. The latter need seemed to reflect the general concerns of all present that the wastes they were trying to backhaul present health risks to the community, and minimizing those risks was the underlying purpose of backhaul in the first place.

**Figure 14.1 Backhaul Training needs for the Bethel Region as self-identified by Summit participants.**



## 15 Summit Conclusions: Where Do We Go From Here?

The Summit laid the groundwork for progressing towards sustainable backhaul in the region. The primary points are as follows.

1. While regional coordination approaches work best for Kawerak, Maniilaq, and Yukon River/Interior, whether that approach is best for the Bethel region is unclear. What is clear is that 1) villages are divided fairly equally at present on what approach they think would work best, and 2) a study should be carried out that compares the various approaches not only from a total cost basis, but that details considerations relating to logistics and cost impacts to individual villages and their sub-regions.
2. According to facilitated in-depth group discussions with twenty-one villages, or nearly half of the region's communities, the three priority steps for the region to pursue in attaining sustainable backhaul are:
  - (1) Make Backhaul a Priority within the Region, Statewide, and at the Community Level
  - (2) Improve and build the relationships between individual Village Environmental programs and their communities
  - (3) Improve financial feasibility of backhaul by developing the capacity of villages for their own grant writing and grant management

To carry out these steps, Section 10 includes a number of methods & suggestions.

3. Most village require about \$7,000 to \$10,000 worth of basic backhaul supplies (connexes and totes) to carry out their programs now, with about 20% of villages requiring a means to transport heavier items to their airport or port.
4. Backhaul program experience in the region is substantial, with about one-third of villages having carried out some backhaul, and about half having backhauled e-wastes or lead acid batteries in the past three years. So local knowledge on how to carry out the logistics of packaging and shipping is present.
5. Training needs are varied but the priority needs as seen by villages are grant writing and management to build financial capability, and proper staging and storing of wastes to immediately reduce community risks.

Finally, for Summit followup, it was mentioned that NIC and Zender Environmental Health would send out a survey to participating villages as well as those who did not attend. The survey would contain questions that would help detail out next steps and a potential timeframe. Also, Kuskokwim River Watershed Council, if needed, committed to hosting a backhaul teleconference once this report and the survey were completed to continue regional efforts and identify any roles or volunteer responsibilities. Orut'samiut Council will also be consulted for this teleconference effort. A regional entity was not identified at this Summit that will serve as the regional coordinator for developing regional backhaul. However, Orut'samiut, KRWC, and AVCP are all interested in regional backhaul and should be all included as regional contacts in moving YK Delta backhaul forward during this interim preliminary planning period.

## **Appendix A: Day 1 Presentation Notes**

## **Presentation 1: City of Bethel Recycling Center Q &A.**

**Presenter:** Dave Stovner, City of Bethel, former Recycling Center Operator/Supervisor

- Took over Bethel recycling center 5 years ago
- Last year it was closed
- First took it over, they were in transition to get a commercial size baler – 5 ft by 4 ft by 30 inches
- Point was that anything smaller than that-- needs to be rebaled in the lower 48, so we got the baler
- Then got a skid steer – each bale was around 1200 pounds
- Got 20 foot recycling containers
- Got all through this through the Denali Commission
- Took Cardboard, plastic, paper, aluminum cans, tin cans
- Put out 180,000 pounds of cardboard in 1 year – took 13 shipping containers
- Had agreement with Alaska Logistics and northland barge company
  - Alaska – 2 shipping containers and shipping
  - Northland – 2 containers
- Took \$1800 to ship each container
- Ran into big financial obstacle
- First they said don't worry about the money just get out as much as you can because the landfill is filling up and it is hard to take in more trash.
- But hard to make any money when you pay out more for backhaul than you take in
- Time went by and the new city council did not see recycling as a priority
- Turned into a political issue
- As much as we might need or want to recycle, it always comes down to money
- Who will pay for it and who will provide it?
- Bottom line: The city council shut down recycling because they couldn't make ends meet.

**Question:** How many years does the landfill have yet?

**Answer:** It's not at capacity yet. Keep trying to build up the sides. They keep saying 15 years at the max and it will be shut down. It will be a huge expense to shut it down – a couple millions

- There's no liner currently, a new landfill will require a liner and it will be very expensive.
- Personally, I think we need an incinerator to burn cardboard and paper. That would help a lot.
- AC and Swanson's put out over 500 pounds of cardboard every day. Amounts to a lot of cardboard.

**Question:** There is no burnbox or burn unit in Bethel?

**Answer:** No burnbox, but we have been looking for a grant for an incinerator

**Question: Did you make any money off of recycling?**

**Answer:** Did make some money on aluminum cans. Buying cans for \$0.20 a pound. Biggest problem is that most people aren't into recycling.

**Question:** [In Kipnuk, the dumpsite is pretty overwhelming. I could see how a recycling program could reduce the volume going into the landfill.] **How does recycling help reduce the waste going into the landfill?** [We recently starting recycling through ALPAR.] **How bad will the landfill problem be without recycling?**

**Answer:** It's pretty bad. Many things in the dumpster and landfill could be recycled. I think that the school district, YKHC, and the corporation should all take care of their own recycling. You need to have people who are very interested in doing it.

## **Presentation 2: Donlin Gold, Bethel City Council**

### **Presenter: Mary Sattler**

- Previously 10 years in the legislature representing Bethel
- Work for Donlin Gold now and on City Council

#### **The Political Picture for Recycling/Backhaul/Solid Waste funding:**

- Landfills, recycling, and honeybucket lagoons are all issues
- At the state level, originally the climate was anti-Native
- When Lyman Hoffman had a coalition of rural communities – he was on our side
- Our region should think big because the federal money is drying up
- Denali Commission knows that funding is drying up
- Need to start working more with the state. Doug Huntman works for the State. He wants Donlin to donate for a backhaul program.

#### **Donlin Gold perspective:**

- But the mine isn't starting for maybe 10 years, so they can't donate the needed operational or infrastructural funds for recycling center or backhaul.
- However, Donlin is looking at donating to a Bethel recycling program
- Donlin is committed to being able to provide backhaul services when they get barges in 4 to 5 years
- They are also committed to providing training on how to package and ship backhaul (once they start up).
- The Donlin incinerator has to have a proper balance of materials (wet, damp, and dry) for things to burn properly. Had a problem getting the right balance recently.

#### **Bethel specific Issues:**

- Bethel has a plastic bag ban, but they had no enforcement
- Now they have an attorney and they will start enforcement
- People are putting HBs in dumpsters in Bethel and other places and it is a big problem
- For 7 kids, they go through a huge trash can every day. Recycling center could really help cut back on waste.
- Juneau is able to recycle cardboard, paper, aluminum, plastics (1 and 2) and this reduced a great amount of waste.

**Question:** Economic development and transportation initiatives are rising to the top of concerns for the state. How do we encourage people to take environmental issues seriously as a priority?

- **Answer:** It's a matter of asking the right people. Legislators need to be asked. They need groups to approach them to ask for environmental funding. KRWC has power and NIC does too to ask for things. Sometimes it's the quantity of requests or sometimes it's the quality of the request. You should explain why the issue is so important and what it means to you. The sewage lagoon is also a big issue.
  - Not sure how much capacity Bethel would have for recycling village goods, because they have their own wastes to take care of.
  - Alaska Logistics has contracted to take old automobiles.
  - Need to train people on how to placard, stage, and package the e-waste.

**Question/Comment:** Funding is always an issue. Cost of sending recyclables to Anchorage from NIC region cost about \$4000 and we got only \$1500 back. On an administrative level, it is hard to justify how that is feasible. The legislature needs to look at budgets. There is also the cost of hiring employees. Villages can't necessarily afford hiring full time workers. But separation can happen at home. IGAP can get compartment bins for recycling to separate at the household level. We are starting this in Toksook Bay. But funds ran out for someone to collect the items. Construction happens every year in each village. There are lots of materials brought in and they leave their materials. This contributes to the landfill. Each village should consider a construction ordinance so that companies need to send out the materials at the end of the project.

**Answer:** At Bethel City level, nobody wants to be the council that operates in the red. We want the private sector to contribute to make it worthwhile. A lot of it is just letting people know how things work. We can't expect that community members will do things for free. It costs a lot of money to live in villages, so people need to get paid to work. Need to talk to states and federal funders about construction issues of demobilization. We need to take that to the legislators. A lot needs to happen at the local level. There is so much school lunch that gets thrown away. There should be a place for dog teams to eat this food. That can be done at the local level just by talking to the lunch providers at the school.

- Take your recommendations and bullet list them. Then talk to DEC and tell them. Talk to EPA and tell them. They want to work with you. They are looking for partners too.

## Transportation Providers Panel

These transporters gave their contact information for Bethel region villages to call them and discuss/arrange backhaul shipments. The Contact information for these Bethel-based transporters is at: [http://zendergroup.org/docs/backhaul\\_transport.pdf](http://zendergroup.org/docs/backhaul_transport.pdf)

- Vance - Manager Era/Hageland
  - Hageland - Bethel to Barrow
  - Era - Kodiak to Kenai to Anchorage to Barrow to Fairbanks
  - 3 to 4 times per village per day
  - Potential is a lot more coming into Bethel
  - Packaging
    - Package hazmat properly and label, label, label
    - We want to help, but we are not recyclers. We are the transporters. We need to know what the system is, what the final destination is, and who to contact if there are any problems.
    - Empty space is empty space and we want to help
    - Currently we don't charge, it's just based on having stand by room
    - We need to know what to do with it though
    - Would like to see the Y-K Delta have a recycling plan of action
    - Hazmat panel or recycling panel in the village. Then go item by item, year by year.
- Jim Crabtree -
  - Barge up Kusko and Yukon Rivers
- Johnny Furlough – station manager for Ryan Air
  - Aniak
  - Kotzebue
  - Quinahak
  - Charters for free
  - Packaging
    - We are freight only
    - Contract with Everts
    - Different regulations for freight than for passenger
    - We can take a lot more hazmat
    - We want to improve the lives of rural Alaskans
    - Don't have passengers to help offset the cost
    - We can't haul for free
    - Worked out some special pricing and discounts to make it work with some villages
    - Being an agent with Everts, means that we can help with the line of control of the shipping
    - Shipper's risk – the regulations state that it is not the airlines responsibility to ensure that something is properly packaged. It is the shipper's responsibility.
    - Labeling, contact information

- Call us to ask for help about filling out forms and getting the right paperwork and proper packaging
- David Diver – Grant Aviation
  - Emmonak
  - Coastal villages
  - Packaging
    - Lead acid batteries – may not be able to haul those on a passenger carrying aircraft
    - Can offer space on airplanes for cans
    - Space and weight are money
    - We can haul things for free to Bethel and transfer it to a carrier for Anchorage
    - But we want the cans to be crushed
- Brandon Larry – director for Crowley Distribution
  - Operate all along Arctic Coast
  - Kotz sound
  - Norton Sound
  - Nenana River
  - Yukon/Kusko River
  - Offer freight into Bethel, Nome, and Kotz
  - Packaging
    - Chain of custody is important
    - Trained yearly
    - Think about packaging for each part of the journey
    - Regulations constantly change so someone needs to stay on top of that
    - Huge fines are involved if it is not packaged properly
  - Air support could not keep up with the number of passengers and the amount of backhaul if everyone was recycling.
  - Barges are the cheapest route to go. Need to focus on bulk hauling in the summer on the barges. Get some conexas for storage to hold your backhaul.
  - It might be financially reasonable to get a recycling company to come and crush and backhaul the scrap metal due to the price of scrap metal.
- Kevin Carver – Lyndon
  - Hercules comes in 5 times a week
  - Capabilities to move things through barge, trucks, and Herc out of Bethel
  - Packaging
    - Training needed on village end
    - Paperwork needs to be done properly
    - Biggest hurdle is learning paperwork
    - Want to make sure people are safe. Do not want to create hazardous conditions for your village.
    - Need to package according to DOT specifications
    - Don't want to put personnel or environment in jeopardy
    - Need to have someone to accept it at the hub/terminal
    - Need a cradle to grave plan for someone to be responsible
  - Kuskokwim has an opportunity to mirror what is happening on the Yukon. We have space to backhaul, but the key is having a system in place. The coast is trickier, it requires more coordination.

**Comment:** NIC wants to work with regional airlines to create a guide about the contact people, what you take, and what the cost is for shipping.

**Question:** Is there a weight limit on a connex?

**Answer:** Depends on the equipment on board. On the Kusko, can handle about 25,000 pounds of materials. Coastal – we could do 20,000 pounds. We can adjust to handle it, we just need to know in advance to get the equipment.

**Question:** Is there a minimum weight limit for the connex on a barge?

**Answer:** No.

**Question:** If we shipped a connex with e-waste and batteries, do you need a list of the items?

**Answer:** If things are hazardous then we need to know what's there and the weight. This is for regulatory purposes. Barging regulations are probably the most relaxed, especially compared to flight regulations.

**Question:** Can we get connexes dropped off and stored for free over the winter?

**Answer 1:** You should ask the freight companies to do this.

**Answer 2:** From Lyndon: You would need a minimum of 4 connexes to sort out the recyclables. So you would need to see if you can make money off of the recyclables.

**Question:** Could the companies split up the burden? Have one company leave 2 containers per village in a sub-region?

**Answer:** For Lyndon, it will probably still be too expensive. Talking to recyclers would probably be a better route to go.

**Question:** We are working with ALPAR to recycle cans from Kipnuk. Mary Fisher mentioned that cans might be shipped out. What would the rate be to pay from Kipnuk to Bethel?

**Answer:** Cans and paper will fly free as long as space is available. E-waste, hazmat, fluorescents will cost money.

**Appendix B: 1<sup>st</sup> Day Flip Chart Notes by Group -- Identifying Challenges to Backhaul**

## *Yukon River Group*

What are the Gaps in community readiness?

- Equipment
- Still working on ISWMP

What info are we missing/need to learn more about?

- Need connexes or flats
- First step – gathering of BH stuff?
- Community Education Info

What are challenges of working on this as an entire region?

- Space availability on barge/air cargo
- Barge communications, even left numbers for them to call
- Continuity, BH should happen every summer, not sporadically
- Staffing – high turnover rate

What relationships need strengthening?

- Transportation/Tribe
- Tribal(s)/City
- YRITWC
- More villages partnering up

What's working well?

- Pop cans
- Kids doing pop cans on their own
- Got 40-50K pounds out with barge
- #1 plastics
- Got white goods out

Strengths and Resources

- Newsletters for community
- Tribe and IGAP program
- Store and tribe collaborate for reusable bags
- Four-wheeler
- Tribe purchases prizes
- Communication within community
  - o Posting, getting prizes donated, etc.
- YRITWC spearheaded BH
- In kind donations from construction companies

## *Elders Group*

**What gaps are there in community readiness and capacity?**

- Understanding western science and technology vs. traditional knowledge
- Provide support to IGAP/Environmental Staff

- Develop Partnerships and networking with others
- Implementation of policies
- Implement ideas and summit suggestions

**What are some of the challenges of working on this as an entire region?**

- Funding
- Knowledgeable staff
- Shipping codes air/barge
- Central receiving and shipping station

**What info are we missing? What do we need to learn more about?**

- What are the transportation companies' requirements and preparation?
- What do we do with heavy equipment and vehicles, old generator?
- Old batteries?
- Used oil?
- Emissions from
  - o Wood/treated wood
  - o Machines
  - o Vehicles
  - o Effect on health
- Effects from light poles
  - o Rivers/streams
  - o Subsistence sites
- Marine debris
  - o Nets
  - o Junk on rivers/coast

**What relationships need strengthening?**

- Policies and ordinances
- Education and encouragement
- Outreach
- Understand effects of doing/not doing backhaul (pros and cons)
- Youth education
- Canned goods and health effects
- 

*Transporters Group*

**What information are we missing? What do we need to learn more about?**

- Education/reuse on individual level
- Available connexes/equipment
- Plan/point of contact
- Need to know what is in the village
- Projects – usable equipment

**What gaps are there in community readiness and capacity?**

- Labeling/mystery items
- Training
- Storage
- Equipment
- Environmental jobs

#### **What relationships need strengthening?**

- Regional contacts/networking
- Subregional coordinating
- Village – contractor

#### **What are challenges of working on this as a region?**

- Infrastructure/weather
- Coordinator
- Priorities (community/state/federal)
- Community buy-in
- Economics
- Communication between villages/IGAP and transporters
- Staging in Bethel/Villages

#### *Kuskokwim's Group:*

Strengths and Resources: (WNA, KKI, AKI, KWT, KVK)

- Empty trailers – WNA (AVCP/RHA)
- Airlines
- NAPA auto parts take free led acid batteries
- Crusher for pop cans (KKI)
- Internet access
- Other organizations/trives
- Heavy equipment – WNA
- 4 wheelers
- Dumpsters
- Trash bins (WNA/KKI)
- Oil burner (KKI)
- Hopper (KKI)
- Elders, youth, volunteers, schools for potlatches
- Empty pallets
- Trash haulers (pick up trash from elders' homes)

#### **What info are we missing? What do we need to learn more about?**

- How to use empty trailers and who to ask
- Learn more regarding how to certify people in villages to stage materials
- How to pay or negotiate transporting and staffing
- What other sources will take products or might be interested
- Differences among materials (Plastic 1 & 2, different kinds of batteries)

- Could the fuel barge back haul?
- How to package hazardous materials
- Do we need to be certified to deal with haz mat.
- Water and air quality testing to monitor or know
- Paperwork and forms for the chain of custody
- Education in the villages of materials (haz. Non-haz mat.) ongoing!
- Council and their workers, tribal/city/corp....outreach and encouragement.

#### **What gaps are there in community readiness and capacity?**

- Knowledge throughout the community
- Training (staff, community, leadership)
- Don't know what other tribes are doing?
- When we can send good on empty planes and barges
- Alternate laborers that are trained
- Barge doesn't go year round

#### **What relationships need strengthening?**

- Starts with the person
- Ongoing communication between
- Villages and transporters
  - o Village to village
  - o Tribes, city and corporations
  - o Construction companies to backhaul their own +
- Destination contacts
- Share knowledge among villages

#### **What are the challenges of working at the region?**

- If barge starts in McGrath, will they be full by the time they get to us?
- Locations
- Weather
- Getting together to plan/coordinate
- Bethel hub for Yukon/Kusk. Delta (including funding)
- How to market the materials? Is there a market or some to partner with?
- Lack of mobile incinerator

### *NIC'S GROUP*

#### **Information missing?**

- Paperwork – how to fill out and what – do you fill out, where to get it for each company
- Step by step on how to package
- Freight rates for different modes/companies
- Health risks of materials
- Where/how to get training

- How to find the best recycling company – logistics, cost
- Barge stop schedule
- Template/model for hazardous waste plan

#### **Relationships that need strengthening?**

- IGAP & community – local support
- Stronger communication (monthly?)
- Youth and backhaul/coordinators/IGAP
- IGAP & freight companies/personal
- IGAP & regions w/good backhaul (eg. Kawerak)
- IGAP & service providers/Tech asst.
- Sharing ideas w other regions IGAPS
- Neighboring communities

#### **What gaps are there in community readiness and capacity?**

- Training for handling hazardous material safely
- Grants management
- Transportation equipment to do the work
- Grant writing
- Funding
- Community education
- HURRY UP- LET'S GO!
- Station
- Ports

#### **What are some of the challenges of working on this as an entire region?**

- Money to pay for shipping
- Employees not understanding or taking it seriously
- Working alone
- Not having somebody to contact for info, help, coordination
- Location – not on a river system –don't have regular schedule
- Finding ways of getting grants
- Inexperience
- Miscommunication with companies also
- Turnover (IGAP & councils)
- Mishaps/staff not working/mistakes/eg. Labeling – taking steps back
- Connexes

#### **What resources can help in communities?**

- Collection center
- Entity teamwork
- Education/igap workers
- Community involvement
- TC – cleanup green up checking up and helping finish
- Local plane companies
- Just get rid of all plastic of all sorts

- Without the container, what will we use?

**What is working well in your community?**

- Clean up/green up
- Pretty good volunteer community
- Participation in dropping off
- Interest in involvement (other agencies (stores, schools, all offices)
- Interest in recycling
- ALPAR
- Good communication among consortium
- Teleconferences
- Landfill operators (do a lot of work, separation)
- Less trash
- Burnbox
- Oil burners
- Tracking what comes in and out recycling)
- Bag ban
- Hauling trash for those without ATVs
- Volunteer pick up

## **Appendix C: Group Discussion Notes Day 2- Developing Solutions to Priority Challenges**

## How to Strengthen relationships between IGAP Workers & Community:

### **Kuskokwim Group:**

- Share info through schools/community/councils/potlucks
- Training/presentation KITS PLEASE
  - Sorting
  - Freon removal
  - Drain batteries
  - What backhaul is and why
  - Hazwoper
- Get groups to work together on creating ordinances (city/tribe) to prevent conflicting ordinances
- Help councils understand what we do, why it is important, why be involved, potential \$ sources and help – do this by attending meetings and sharing information

### **Elders**

- Communicate with local staff re: traditional laws to respect care and handling of subsistence resources
- Notify staff on possible contamination
- Assessment of unused equipment, vans, etc and removal
- Assess village dump sites

### **NIC**

- Education: meetings, bingo, schools, headstart etc... Why we are doing this (health & environment)
- Getting other entities involved to provide support (Corps, schools, etc)
- Yuraq – using this to talk about before dance
- Cultural youth programs (having school host so IGAP can present there)

### **Yukon River**

- Working with school to not just teach but apply it
- Elder interviews
- To carry this out – start with community level
- Maybe try by unit – where it works
- Website/facebook to engage/educate
- Newsletter
- Use students to reach their parents

## How to develop Funding and Grant writing and management

### **NIC Group**

- Purchase equipment
- Mini-grants

- Use other entities to acquire funding
- Assess priorities and develop projects to acquire funding
- State & federal legislation
- Need a grant writer for each region. One grant writer for each village
- We built a plan to address priorities
- Be accountable for financial management
- Use Quickbooks & excel
- Create template for everyone to use for budgeting
- Tap into Zender for technical assistance
- Cross-train IRA staff so more people understand Quickbooks, etc, grant writing
- Utilize Zender website for grant proposals
- Getting technical assistance to write grants
- Community – CASIS (state leg)
- Multiple mini-grants
- CVRF
- ICDBG - hub, CDBG – state
- Corporations
- Revenue sharing
- School LKSD, YKHC
- Need to know how to write a good grant proposal (administrator, coordinator, council members of each org)

#### **Kuskokwim**

- Research sources of funding or info
- Budgeting
- Training on how to write a good grant proposal
- Grant reporting – communication and training challenge
- Tap existing resources – Zender, USDA and others for sources of funding, technical assistance, list of grant writers
- 

#### Understanding detailed specifics from transporters

*The notes from this question were inadvertently merged because of the similarities between groups.*

- Barge schedules (getting them) – let the barge know when you are backhauling. Only barge schedule set are hubs (contact all barges) For this task, it will be tasked to 1 person in consortium
- Freight rates:
  - Want it on a website and handbook
  - Get the person's name
  - Try to contact local person
  - Get basic rates, but allow for special circumstances
- Who to contact (for all barges and transporters)
- Schedules/who has space
- Forms

- Staging needs
- Costs
- Role of village agent in helping communicate
- Who can take what?
- Where to get documentation
- Check off lists (as a resource and to share in training – make a requirement?)
- When can we send goods on barges and planes? Publish this info in handbook/website
- Contact info -who to talk to – publish in handbook/website
- Transporters need to communicate available flights
- Would we need approval from DOT to leave stuff at airport?
- Schedule would be nice from air
- No regular schedule for barge
- IGAP needs to call agent
- IGAP needs to educate agent as to importance of back haul
- Yes, can back haul on fuel barge but communicate to figure out schedule (on the back haul) not really a schedule. Communicate to let them know you have material
- Everts didn't honor said backhaul rate we heard at AFE (Aniak)
- Get the name of the person who said rate so it will be honored
- Barge: call local representative/manager for better rate
- Negotiate lower backhaul rate with air and barge and get in writing
- Too dependent on weather, can't really put schedule out
- Communicate with other entities to see when things are being dropped off
  - School projects
  - AVEC
  - Clinic
  - Tank farm manager
  - Other villages
  - Barge
- Partnered with school (or other entities) to help pay
- Have hub to sub-hub negotiate rates for all sub regional communities
- Use IGAP funds to pay
- Charge upfront – educational component
- Budget for backhauling with IGAP grant
- When can we send goods on planes/barges
- Freight rates/schedules/negotiations
- Develop manual for shipping logistics – use proper shipping methods/codes
- Inform/work with transporters to backhaul
- Proper containers and preparation/packaging

Making backhaul a priority at the regional and community level

#### **Kuskokwim**

- Use key messages: Impacts our health, our land, animals, plants. Space/landfill issues. Need to lean a path for our kids.

- Have some examples ready to use
- Share at community level via newsletter or community gatherings
- Regional corp shareholder newsletter
- Bring in speakers
- Use digital recordings (KUK)
- Make a presentation back to councils on all of this so they learn more and get more supportive
- Group of tribes presenting resolutions at AVCP convention (AVCP takes the top priorities to state)

## **NIC**

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- Calista lands dept – they need to get message – convince village corps to go to Calista
- Community needs assessment that shows backhaul a priority
- Linking backhaul with keeping Calista lands clean – maybe get their help
- Active demonstration of impacts of trash – do backhaul to Calista

## **Kuskokwim**

- Money to make backhaul work and link to money to make a priority
- Leveraging
- Identify all stakeholders whose lands are impacted (BLM, USFWS, etc) and let them know/work with leveraging of backhaul/and personnel and community level (IGAP) the village can get it done
- Regional backhaul committee with reps from each subregion and entities like AVCP, KWRC, etc
- Request money from state and federal legislatures
- Use other models in the management of solid waste/backhaul
- Tools and management of our solid waste
- Communicate to locals on proper disposal of waste for community level and regional shipping
- Initiate a central location for backhaul (cans, oil, florescent..)
- Education community about health affects. Get everyone interested and educated. Finding creative ways to educate.

## **Yukon River Communities**

- Start with kids
- Host a potluck
- Create/administer a survey
- Informational pamphlet especially aimed at health problems
- Audiovisual aides – kids
- Video competition
- Work with teachers to make sure you can help them meet standards while teaching env. Education
- Fun project to involve kids while educating them
- Local city councils should be invited to summits, conf, trainings along with tribe (Reg level)
- Tribe Call state representatives

- Letters to our reps- telling backhaul is important
- Sending pictures of landfill
- Invite officials to your community see the reality on the ground
- Contact media to expose a situation or get attention of the state.

### **Paperwork/Form?**

#### **Kuskokwim Group**

- How to properly fill out forms
- Where to get forms
- Manual – paper and electronic – kept current
- Identify who the transporter can contact with questions (labels)

### **GROUP?**

- Understanding waste (what goes where)
- Call the transporters
- Know what you have, then id end-destination/calling them and setting up account
- List of wastes that require official paperwork
- Shippers or someone to come to villages to teach filling out forms

### **GROUP?**

- Form filling out at hazwoper, ralo, ATCEM, ICAP, AFE training
- Staff responsibility on record keeping
- Inform leadership on requirements
- Documentation will help in funding

### **GROUP?**

- Provide containers to households re: used batteries to be picked up by staff
- Develop local packaging and preparedness protocols
- Trainings!!!!
- Have companies send a sample form
- Ask other communities that have done it
- Keep a copy of paperwork that is filled out properly

### **Understanding waste – packaging**

#### **BRENDA**

- Train IGAP how to drain liquids from appliances, vehicles...
- How to package each kind of batteries separately
- Have all training include HANDS ON (look for that kind, ask trainers to include handson/examples)
- Educate community on types of waste
- How to get IGAPS certified
- Let communities know that they could host a training- collaborate?
- How to pack vehicles, ATV... (laborers)

- Understanding the problems if you don't do it right
- Understanding requirements of recyclers, and transporters.
- Knowing what is waste
- Knowing where to get packaging

#### **All**

- Reading available materials for packaging
- Educational materials that are understandable to community members
- Success stories – villages that have already backhauled.
- Older generation is not familiar with hazards

#### **NIC**

- Transporters have codes (air barge)
- Translation of specific chemical hazards into Yupik
- Separate specific hazards and packaging (batteries, chemicals, used oil etc. Freon, antifreeze)
- Staff should be trained
- Communities need to understand hazards to human health
- Educate schools for proper handling
- Continual outreach and education will benefit environment

#### **Yukon River Group**

- Is packaging the same for air/barge transporters?
- Is there packaging available for us or do we make our own?
- Attend training and do research to figure out packaging/waste
- Train w/RITWC (Fbks) Hazwoper
- Contact neighbors or other communities for info
- Contact/interstate batteries. Recycle co's directly – Verne in ANC
- What are the requirements for IGAP to handle waste
- Watch facebook for upcoming trainings with KUSKO WSC (MARTIN said this in Anahma's group)
- ATCEM Alaska Tribal Conf on Enviro. Mgmt (Nov 6-9ish (ATCEMAK.com)
- AFE Alaska Forum on the Environment
- Go to Zendergroup.org for information
- SWAN solid waste Alaska network

#### **Parking lot –**

- Working with school. LKSD to follow community regulation/policies on disposal and backhauling
- Have entities send out their own wastes recycling, like FL lights, transformers
- How to add additional cargo companies.

#### **Subregional coordination:**

- Challenge – being inclusive
- Easy access from mouth +
- Funding-
- Coordinating/sharing work +

#### **Regional coordinator and/or coordinating entity**

- Challenge – being inclusive
- Funding-
- Working with AVCP – what do they need from villages – vice versa –

#### **Individual communities work independently with transporters**

Volume and reason for shippers to come +

#### **Questions to ponder**

- What is most cost effective?
- Communication and coordination and communicated
- What facilities are available?
- Asking individual villages who aren't here
- seasons

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