

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE
MEETING AGENDA

Monday, January 24, 2022, 8:00 a.m.
Microsoft Teams
Newport, OR

This will be a virtual meeting, which means you can attend by registering or you can view the live stream of this meeting on our website: <https://www.portofnewport.com/2022-01-24-commercial-fishing-users-group-committee-january-24-2022-8-00-a-m>

Anyone interested in making public comment must complete the form on our website: <https://www.portofnewport.com/2022-01-24-commercial-fishing-users-group-committee-january-24-2022-8-00-a-m>

I. Call to Order

II. Changes to the Agenda

III. Public Comment (3-minute limit per person)

IV. Approval of Minutes.....Page 2

- A. Minutes to Approve:
January 8, 2021

V. Capital Projects Update Staff Report -- Bretz.....Page 3

- A. Port Dock 7 Replacement Plans
- B. General Maintenance Plan
- C. Update on PD5 Pier
- D. Update on PD5 Electrical Project

VI. Annual Rate Review -- Brown.....Page 5

VII. Midwater Trawlers Economic Report Update -- Mann.....Page 18

VIII. Rapid COVID Tests Available for Fishermen

IX. Adjournment

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MEETING MINUTES

January 8, 2021

This is not an exact transcript. The audio of the Meeting and informal discussion is available on the Port's website.

This meeting was held virtually by invitation only. The public was invited to view the live stream of this meeting and informal discussion on our YouTube channel, Port of Newport Meetings Audio. Live chat was not monitored. The public could submit comment through a form on our website no later than 4:00 pm on Monday, January 7, 2021, to be read into the meeting at the appropriate time.

Committee Chair Heather Mann waited until after 9:00 am to call the meeting to order to give a chance for a quorum of members to attend. Zoom invitations were resent to all Committee Members. A quorum was not achieved. No public comment was received. No action was taken.

I. CALL TO ORDER

Committee Chair Heather Mann called the Commercial Fishing Users Group Committee Meeting to order at 9:08 am.

Committee Members Present: Mike Pettis (Pos. #2); Heather Mann (Pos. #5); and David Jincks (Pos.#11). Cari Brandberg (Pos. #4) arrived during the informal discussion.

Alternates Present: None.

Committee Members Absent: Clint Funderburg (Pos. #1); Mark Newell (Pos. #3); Ted Gibson (Pos. #6); Gene Law (Pos. #7); Bob Aue (Pos. #8); Bob Eder (Pos. #9); and Dave Thalman (Pos. #10).

Port Commission Liaisons: Jim Burke and Kelley Retherford.

Management and Staff: Paula Miranda, General Manager; Aaron Bretz, Director of Operations; Mark Brown, Director of Finance and Business Services; Kent Gibson, Commercial Marina Harbormaster; Don Moon, International Terminal Supervisor; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media: Kevin Christianson, HDR Engineering; and Angela Nebel, Summit Public Relations Strategies.

Having no quorum, the meeting ended, followed by an informal discussion. The staff reports included in the Meeting Packet were introduced. Miranda, Bretz and Brown answered questions from the Committee Member present. The discussion focused on the upcoming project at Port Dock 5 Pier replacement. An audio recording of the meeting and informal discussion is available on the Port's website.

The discussion ended and the Meeting was officially adjourned at 10:42 am.

ATTESTED:

Heather Mann, Chair

Paula Miranda, General Manager



STAFF REPORT

DATE: January 10, 2022
RE: Marine Power Pedestals, Commercial Marina
TO: Paula Miranda, General Manager
ISSUED BY: Aaron Bretz, Director of Operations

BACKGROUND

This is a general update of several ongoing capital projects, engineering studies, and a few minor projects that affect Port users involved with Commercial Fishing.

DETAIL

The Port Dock 5 Pier construction project is still undergoing final close-out. We are in the process of having the contractor address a few discrepancies and repairs. The gangway had to be re-aligned so that it would roll on the proper supports in the float. Previously it was oriented so that it was not contacting structural support through the entire tide cycle, and we experienced some cracking in the roller plates supporting the wheels. All these repairs were completed by the contractor. Close out of the electrical permit is pending; we will be verifying that all vessels connected to the Port's system are drawing the appropriate loads without back feed or ground faults. We will verify proper operability of the Port's system first, then only allow those vessels without back feed issues or ground fault issues to connect to the system.

We recently completed a study that confirmed Port Dock 7 is at the end of its effective life, and that further investment into the asset is a lost cause. We will replace hardware where there is still formidable lumber to attach to, and we intend to drive a few pilings on 7E & F to provide some integrity in the interim years prior to the rebuild.

The planning process for the new Port Dock 7 currently involves two main parts. First is the planning effort to establish a federal channel -20' at MLLW so that modern fishing vessels can have access to that half of the marina, and the second is the permit-level plans for the new dock. We are about 45% complete on the planning of the federal channel, and I am awaiting funding to drop so that I can put the Request for Proposals for PD7 permit plans out for bid. We are moving toward the conceptual plans that we've previously presented, which included substantial side-tie space for fishing vessels of 80', and slips in the 60', 50', 40', and 34' varieties. The new Port Dock 7 will be a modern facility that is designed to accommodate fishing vessels of the size and variety that the Port currently supports and will support for the coming decades. This project will result in a growth in the Port's capacity to serve an increasing number of users, and a maximization of the available space. It will also be a recalibration in of the ratio of moorage for large commercial vessels vs. smaller vessels.

We have the transformers and pedestals on order to bring 50 amp, 3 phase power to PD5. This project maximizes the capacity of the conduit, on the docks (which is internal to the concrete floats), and we added conduit to the pier and gangway to accommodate the conductors that will be required. We

anticipated that this project would already be underway, but supplies and listing of the pedestals has slowed us down. We will transition to a much better receptacle called the smart plug, and the pedestals will be GFI protected and remotely managed, monitored, and metered by the Port. The infrastructure upgrade required up-sizing the panels feeding the docks at both PD5 and PD3. Utilities feeding PD3 will also be relocated to Port property.

We installed several new pilings and moved some old pilings to shore up Swede's Dock so that we can keep the facility in operation until it can be completely replaced. We will seek to include replacement of this dock in other large scale Port projects in the marina to maximize the value of construction mobilization.

We removed an old above ground tank used for collecting dirty oil from Port users. We are preparing to transition to a new method for removing the waste oil from our facility, which will include new tanks and the requisite changes to our oil building to accommodate and contain the new tanks and equipment. This is a must-complete project; we are not able to operate at capacity currently, and this is particularly challenging because the rates for waste disposal are nowhere near the point of covering the cost of the service. We do, however recognize the high importance that needs to be placed on providing this service to the users of the Port, and there are some things that would help us reduce cost if users of the Port can help out.

We are preparing to relocate the electrical conductors feeding the hoists and cranes at the hoist dock. They will be raised and made more accessible. We intend to have this project completed prior to the end of the fiscal year (June 30th).

The Port's modular office trailer is now 10 years old, and it's ending its life at the Port. Use of the trailer, particularly now with social distancing requirements, presents several problems and the Port has secured financing to replace the building with a permanent structure. The building permits are in place, and construction will start this winter/spring.

There are many more projects coming up and ongoing currently; those are the highlights. If you have a question about any that are upcoming, please ask me. Also, if it looks like we've missed anything please let me know.

Section 1
Portwide Rates and Fees
Effective July 1, 2022

FY 2023

A. Hoist Docks.

Tie up fee, per hour, includes use of hoist

- | | |
|--------------------------------|---------|
| 1. one hour minimum, up to 3hr | \$48.42 |
| 2. after 3 hours | \$57.89 |

B. Hoist Dock Cranes.

In addition to hoist dock rate.

- | | |
|---|----------|
| 1. Large Capacity. Includes equipment and labor. Per Hour | \$118.07 |
| 2. Launch Sail Boats. Includes recovery, per launch | \$55.48 |

C. Water, city rate + % Fee

7.50%

D. Service Fee Reimbursement.

\$119.79

For electric pedestal amperage overloads, and GFCI trips (2 or more in a 60 day period) Emergency call out may also apply

E. Personnel Lift.

cost + 5% + labor

F. Pump/Line Service. Per hour

\$76.77

Includes one Port employee. Additional staff will be billed at the established hourly labor rate.

G. Storage.

1. Outside Lot Storage.

Any Port of Newport lot except Newport International Terminal, Per Sq Ft Daily Rate

- | | |
|---|---------|
| a. Per square foot, monthly charge. | \$0.32 |
| b. Minimum monthly charge. | \$28.36 |
| c. Boat trailer only, per night. | \$3.16 |
| d. Boat on trailer, per night, 10 days limit. | \$10.06 |

2. Emergency Storage Fee.

Per day billed as guest. For vehicles, boats or trailers prior to being considered unclaimed property in possession (ORS 98.245).

1st day free. Each additional day. \$35.42

3. Charge for improper use of parking lot, per day. \$28.36

H. Work Barge.

Includes equipment and labor.

- | | |
|------------------------------|---------|
| 1. Work Barge (w/o labor). | \$31.14 |
| 2. Skiff, per hour w/ labor. | \$83.25 |

I. Clean-up.

Fees will be charged for each man-hour at the established labor rate. Equipment charges are extra.

- | | |
|--|--------------------|
| 1. Clean-up Fee, per hour plus disposal fee. | \$66.46 + \$.25/lb |
| 2. Spill cleanup, per hour. | \$120.43 |
- Regardless of type, HAZWOPER trained staff.

Section 1
Portwide Rates and Fees
Effective July 1, 2022

FY 2023

J. Disposal Fees.

- | | |
|--|--------|
| 1. Recycle Fees | \$3.00 |
| <i>Includes bilge water, anti freeze, fuels, and oil</i> | |
| 2. Net Disposal and/or Related Gear, per pound | \$0.27 |
| 3. Garbage, per pound | \$0.21 |

K. Port Labor.

Includes all staff and fully burdened. Per hour, one hour minimum, in 15 minute increments.

- | | |
|---|----------|
| 1. Regular Hours | \$66.13 |
| 2. Overtime. | \$99.19 |
| <i>Any services required outside the established working hours, unless otherwise posted.</i> | |
| 3. Emergency Call-out | \$125.14 |
| <i>Any services requiring a port employee not currently on duty to report to duty after hours, travel time to and from Port will be charged</i> | |

L. Pallet Charge, Per pallet.

Any Port owned pallet leaving yard

\$7.70

M. Dredge Spoils.

Includes state fees; (may be waived for public agencies) per Cubic Yard.

\$3.26

N. Truck Toll, per axle

Vehicles with a Commercial Motor Vehicle Classification of Class 6 Or higher (GVWR of 19,501 lbs or above).

\$7.92

O. Vessel Disposal, Cost plus

Vessel owner is responsible for vessel disposal, if Port is required to dispose of a vessel, the vessel owner will be charged.

cost plus 25%

Section 2 Commercial Marina Rates and Fees Effective July 1, 2022
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FY 2023

A. Moorage Per Foot

Transient (Daily)	\$ 0.78
<i>Monthly</i>	\$ 13.99
<i>Semi Annual</i>	\$ 51.27
<i>Annual</i>	\$ 68.36

B. Service Docks.

1. Swede's Dock. In addition to moorage. Per day, per linear foot	\$ 1.56
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C. Parking Permits

Commercial Fisherman only, valid April 1 to May 30.	\$ 27.81
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D. Forklift

1. Small. Toyotas. (equipment only)	\$ 15.73
1a. Labor for Small Forklift	\$ 67.09
Forklift and Labor have a 1/2 hour minimum, are billed in 1/2 increments the first hour, thereafter are billed in 15 minute increments. For after hours work, travel time and/or overtime charges may apply.	

E. Electricity. Per day charge.

1. Swede's Dock (regardless of voltage)	\$ 20.65
2. 120v, not on Port Docks	\$ 8.93
3. PD 7 Service Dock	\$ 8.93
4. PD 7 Yard Charge, trucks	\$ 14.98

F. Net & Gear Maintenance.

Boat crew is responsible for clean-up. If Port Employees are required to clean up area, the boat account will be billed at the established hourly labor rate + garbage disposal rate	\$ 25.89
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G. Keys/Cards.

1. Bay Front Facilities. Keys.	
a. Original (1st one)	\$ 25.00
b. Replacement/additional	\$ 45.00

H. Storage.

1. Outside Lot Storage. Any Port of Newport lot except Newport	
a. Per square foot, monthly charge	\$0.32
b. Minimum monthly charge	\$28.36
c. Boat trailer only, per night	\$3.16
d. Boat on trailer, per night, 10 days limit	\$10.06

I. Annual MLA Wait List Fee - Initial

Renewal of annual wait list fee (charged annually on July 1 of each year)

J. Wharfage, per pound

Squid	\$ 0.0428
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K. Annual MLA Wait List Fee - Initial

Renewal of annual wait list fee (charged annually on July 1 of each year)	\$25.00
	\$10.00

Section 3 International Terminal Rates and Fees Effective July 1, 2022

FY 2023

A. Forklift

- | | |
|--|----------|
| 1. Small. Toyotas. (equipment only) | \$15.73 |
| 1a. Labor for Small Forklift (billed with Forklift) | \$67.09 |
| <i>Forklift and Labor have a 1 hour minimum, thereafter are billed in 30 minute increments. For after hours work, travel time and/or overtime charges may apply.</i> | |
| 2. Large. (per Hour) | \$105.07 |
| <i>Forklift and Labor have a 1 hour minimum, thereafter are billed in 30 minute increments. For after hours work, travel time and/or overtime charges may apply.</i> | |

B. Hydraulic Crane.

- | | |
|--|----------|
| Equipment and labor. 30-ton capacity, per hour, 1 hour minimum | \$241.50 |
|--|----------|

C. Wharfage Fees

- | | |
|--------------------------|---------|
| Live Crab | \$0.040 |
| Crab for Cooked market* | \$0.035 |
| Squid | \$0.045 |
| Other Non-Cargo Products | |

* Dependant on Market Conditions

D. Electricity.

- | | |
|-------------------------------------|---------|
| Per day charge. | |
| 1. NIT Dock (regardless of voltage) | \$20.65 |
| 2. 120v, not on Port Docks | \$8.93 |

E. Storage.

- | | |
|---|---------|
| 1. NIT Lot Storage | |
| a. Per Square foot, monthly Charge | \$0.37 |
| b. Minimum monthly Charges | \$34.88 |
| 2. Emergency Storage Fee. Per day, billed as guest. | \$36.81 |
| <i>1st day free, for vehicles, boats or trailers prior to being considered unclaimed property in possession (ORS 98.245).</i> | |
| 3. Charge for improper use of parking lot, per day | \$27.64 |

F. International Terminal Meeting Room.

- | | |
|-------------|---------|
| 1. Half day | \$47.94 |
| 2. Full day | \$95.82 |

Keys must be obtained and returned. Certain waivers by management.

G. Per Gallon Fuel Surcharge. \$0.05

H. Per Day Port Security Fee. (§1.13). \$1,020.89

I. Materials & Supplies. (§1.31) (cost plus) 32%

J. Net & Gear Maintenance. \$28.14

Boat crew is responsible for clean-up. If Port Employees are required to clean up area, the boat account will be billed at the established hourly labor rate + garbage disposal rate (7-Day Max)

<p>Section 3</p> <p>International Terminal Rates and Fees</p> <p>Effective July 1, 2022</p>
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FY 2023

K. Dockage Charges. (§III.13). Rate per day, by length.

1. 000.00 – 351.05 ft	\$1,948.65
2. 351.05 – 371.02 ft	\$2,146.25
3. 371.02 – 400.26 ft	\$2,372.60
4. 400.26 – 426.51 ft	\$2,638.50
5. 426.51 – 449.48 ft	\$2,842.05
6. 449.48 – 475.72 f	\$3,118.75
7. 475.72 – 498.69 ft	\$3,545.10
8. 498.69 – 524.93 ft	\$4,224.15
9. 524.93 – 551.18 ft	\$4,358.30
10. 551.18 – 574.15 ft	\$4,577.50
11. 574.15 – 600.39 ft	\$5,237.35
12. 600.39 – 626.64 ft	\$6,098.50
13. 626.64 – 649.99 ft	\$6,930.85
14. Above 650 ft., added on top of above rate, per ft	\$10.70
15 Exceptions for certain vessels. (§II.14), per ft. per day	\$1.60

L. Service and Facility Charges. (§III.2). Per 1000 board feet, unless noted

1. Logs. Scribner scale, ex dock	\$9.31
2. Cants.	\$7.22
3. Lumber. Packaged rough.	\$6.26
4. Lumber. Packaged surfaced	\$5.56
5. Plywood, Veneer, corestock & hardboard, /1000 kilos	\$7.06
6. Pulp, Linerboard, bales or rolls, 2000 kilos	\$4.23
7. Other commodities, per metric ton or 1000 bf	\$8.19
8. Other commodities, per cubic meter	\$6.85

<p>Section 3</p> <p>International Terminal Rates and Fees</p> <p>Effective July 1, 2022</p>
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	<u>FY 2023</u>
M. <u>Wharfage Assessment.</u> (§III.6). Minimum charge for any single bill of lading	\$11.98
N. <u>Wharf Charges.</u> (§III.7). Per 1000 board feet, unless noted. In addition to Service and Facility Charges.	
Logs. Scribner scale, ex dock	\$11.40
Cants	\$7.22
Lumber. Packaged rough	\$5.46
Lumber. Packaged surfaced	\$4.87
Plywood, Veneer, corestock and hardboard, per 1000 kilos	\$4.76
Pulp, Linerboard, bales or rolls	\$3.26
Other commodities, per 1000 kilos	\$6.69
Other commodities, per cubic meter	\$5.51
O. <u>Cargo Staging Area.</u> (§IV.2). Base rent for surge area.	
1. per week, seven days	\$2,395.35
2. per day, less than seven days	\$359.35
p. <u>Line Service.</u> (§V.3). Labor will be charged at the rates set out in the current ILWU/PMA West Coast Contract. Rate schedule per day	
1. 2 men	\$656.00 - \$0.00
2. 4 men	\$1,317.00 - \$0.00
3. 6 men	\$1,973.00 - \$0.00
4. 8 men	\$2,631.00 - \$0.00

<p>Section 4</p> <p>South Beach Recreational Marina Rates and Fees</p> <p>Effective July 1, 2022</p>

FY 2023

A. Moorage Rates Per linear foot.

Charge based on boat or slip length, whichever is greater. Charge at F-Dock based on boat length, for boats 24' or longer.

Daily	\$0.96
Weekly	\$5.96
Monthly	\$17.79
SemiAnnual	\$55.70
Annual	\$87.38

Cancellation Fee for Semi-Annual or Annual Moorage

30 days or more before check-in date	\$63.21
Less than 30 days before check-in, or early check-out	\$125.19

Live aboard Per Person, requires pre authorization and contract

Monthly Live aboard Electrical surcharge

Moorage Discounts

only one discount per customer

Those over 65, Veterans that are currently active, honorably discharged or retired military in good standing* with the Port (South Beach only)	5.0%
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* Must have a current signed Moorage License agreement, Insurance must be up to date, Vessel Registration must be current, Vessel must navigable, and moorage prepaid with no past due amounts.

B. South Beach Charter Rates.

Annual Moorage, per linear foot (PONFC) \$77.53

Charter License \$417.27

C. Dock Box.

\$447.03

D. Service Fee Reimbursement.

See Portwide

For electric pedestal amperage overloads, and GFCI trips (2 or more in a 60 day period)

Emergency call out may also apply

E. Electrical Upgrade.

\$119.23

From 20 to 30 amp. One time

F. Line Replacement. Per foot, per time

\$1.81

G. Launch Fee

1. Daily

\$9.00

2. Annual

a. Resident \$117.60

b. Resident Senior (60+) \$80.00

c. Non-resident \$167.92

d. Non-resident Senior (60+) \$142.72

e. Military Veterans, Disabled, Retired or Active Duty; with ID proof \$80.00

H. Parking

a. Daily \$5.00

b. Annual Pass \$45.00

I. Net & Gear Maintenance.

\$24.71

Boat crew is responsible for clean-up. If Port Employees are required to clean up area, the boat account will be billed at the established hourly labor rate + current garbage disposal rate

J. Keys/Cards.

1. South Beach Facilities. Cards

a. First card (and/or Original) free

b. Replacement/additional \$20.00

K. Annual MLA Wait List Fee - Initial

\$25.00

Renewal of annual wait list fee (charged annually on July 1 of each year) \$10.00

<p>Section 5</p> <p>South Beach RV Parks Rates and Fees</p> <p>Effective July 1, 2022</p>
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FY 2023

A. High Traffic Surcharge.

Per night (2 night min.) Added to all RV Park stays in Marina RV Park, RV Park Annex,

- | | |
|---|---------|
| 1. Memorial Day, Labor Day, 4 th of July | \$21.30 |
| 2. Seafood & Wine Festival | \$53.25 |
| 3. Seafood & Wine Festival, Dry Camping | \$21.30 |
| 4. Other Special Events | varies |

B. Marina Park Sites

Peak Season (Summer). May 1 – October 31

Main Park

- | | |
|--------------|------------|
| a. Daily | |
| i. Regular | \$68.16 |
| ii. Good Sam | \$61.34 |
| b. Monthly | \$1,078.53 |

The Annex

- | | |
|------------|----------|
| a. Daily | \$50.00 |
| b. Monthly | \$930.97 |

Dry Camping, daily

\$30.67

C. Marina Park Sites

Off Season (Winter). November 1 – April 30. No discounts during Seafood and Wine Festival.

Main Park

- | | |
|--------------|----------|
| a. Daily | |
| i. Regular | \$61.34 |
| ii. Good Sam | \$55.22 |
| b. Monthly | \$965.00 |

The Annex

- | | |
|------------|----------|
| a. Daily | \$48.83 |
| b. Monthly | \$908.23 |

Dry Camping, daily

\$28.38

D. South Beach Meeting Room

Must be pre-arranged and authorized. Keys must be obtained and returned.

- | | |
|-------------|----------|
| 1. Half Day | \$47.71 |
| 2. Full Day | \$119.23 |

E. Pet Fee.

- | | |
|---|---------|
| Daily. First pet free; each additional | \$4.58 |
| Monthly. Charge per pet including first | \$12.51 |

F. Extra Persons Fee.

First two included; each additional person charged.

- | | |
|---------|---------|
| Daily | \$4.79 |
| Monthly | \$50.11 |

G. Extra Vehicle Fee.

Any combination of three axle pieces of equipment (i.e. trailer, Fifth wheel, truck/car, storage trailer.) Charged for fourth piece, must fit within parking area of site, no parking is allowed on the grass.

- | | |
|---------|---------|
| Daily | \$11.93 |
| Monthly | \$59.64 |

<p>Section 5</p> <p>South Beach RV Parks Rates and Fees</p> <p>Effective July 1, 2022</p>
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FY 2023

H. <u>Reservation Deposit.</u>	first night's rate
Payable at booking. Deposits applied to actual stay, subject to cancellation fee.	
I. <u>Non-refundable portion of Reservation Fee.</u>	
Daily reservation, except holiday or special event.	
72 hours or more before check-in date	\$17.89
Less than 72 hours before check-in date	first night's rate
Holiday or special events.	
14 days or more before check-in date	\$63.21
Less than 14 days before check-in date	first night's rate
Monthly reservations.	
30 days or more before check-in date	\$63.21
Less than 30 days before check-in, or early check-out	\$125.19
J. <u>Service Fee Reimbursement.</u>	
For electric pedestal amperage overloads, First service call included in base rate.	
	Cost + 25%
K. <u>Laundry</u>	
Washing Machines	\$2.50
Dryers	\$2.50
L. <u>Showers.</u>	
1. Marina RV Park and Annex RV Sites	
2. Marina Slips & Dry Camping, per 5 minutes	\$1.50
M. <u>Service Fees.</u>	
A. <u>Storage.</u>	
1. Outside Lot Storage	
a. Boat trailer only, per night	\$3.14
b. Boat on trailer, per night, 10 days limit	\$10.01
2. Emergency Storage Fee.	\$35.25
Per day. For vehicles, boats or trailers prior to being considered unclaimed property in possession (ORS 98.245). 1st day free. Each additional day	
N. <u>Dredge Spoils.</u>	See Portwide
O. <u>Forklift</u>	
1. Small Toyotas. (equipment only)	\$15.73
1a. Labor for Small Forklift	\$67.09
<i>Forklift and Labor have a 1/2 hour minimum, are billed in 1/2 increments the first hour, thereafter are billed in 15 minute increments For after hours work, travel time and/or overtime charges may apply.</i>	
P. <u>Fillet License</u>	
<i>A fillet license is valid for the calendar year in which it is issued</i>	
<i>There is no prorating of the license.</i>	
	\$200.00

Section 6 Civil Penalties Effective July 1, 2022

FY 2023

Class A Violation

0-14 days, per day	\$377.28
15-29 days, per day	\$754.56
30+ days, per day	\$1,257.57

Class B Violation

0-14 days, per day	\$189.23
15-29 days, per day	\$377.28
30+ days, per day	\$628.79

Class C Violation

0-14 days, per day	\$38.36
15-29 days, per day	\$75.49
30+ days, per day	\$125.78

Class D Violation

0-14 days, per day	\$19.21
15-29 days, per day	\$38.36
30+ days, per day	\$63.50

Parking Violation. Per event, both vehicles and trailers

0-10 days, paid within	\$50.34
11-20 days, paid within	\$106.63
21+ days	\$156.92

Dumping Violation. Per Event

\$628.79

Section 7
Administrative Fees
Effective July 1, 2022

	FY 2023
A. <u>Public Records Request Fee Schedule</u>	
Copies of Public Records, per page	\$0.64
Copies of Nonstandard documents	\$25.20
Copies of Sound Recordings (Each)	\$14.39
Full cost of employee	***
B. <u>Notice Posting. For non-payment of lease or moorage</u>	\$89.83
C. <u>Returned Check Fee. Plus bank fees</u>	\$59.92
D. <u>Per Annum Interest Rate applied to past due accounts</u>	21%
E. <u>Collection Agency Mark-up. Added to past due amount (ORS 697.105)</u>	
F. <u>Impound Seizure Fee</u>	
Vessel	\$1,018.05
Car/Truck/Trailer	\$149.75
Towing	cost plus 10%
G. <u>Copies</u>	\$0.37
H. <u>Process Fees.</u>	
Any additional fees incurred by the Port as part of an eviction process.	
Notice	\$88.54
FED Complaint	\$295.11
Court Hearing	\$236.10
Writ of Execution	\$188.91
I. <u>Special Use Permit Fee.</u>	
GM has authority to adjust usage fee based upon non-profit status and other criteria	
1. Application Fee	\$131.77
2. Usage Fee	
Number of Participants, Attendees, Contestants and Volunteers at Event	
a. 1-200	\$503.06
b. 201-500	\$818.02
c. 501-1000	\$1,131.79
d. 1001-5000	\$1,760.58
e. 5001-10,000	\$2,389.36
f. 10,001-20,000	\$3,018.10
g. More than 20,000	\$6,287.37
3. Vendors, per each	\$59.92
4. Insurance Certificate Limits	
a. General Liability, per occurrence	Event Dependent
b. General Liability, in aggregate	Event Dependent
J. <u>Security</u>	Cost + 5 %
K. <u>Background Check.</u>	\$47.94
L. <u>Credit Check</u>	\$47.94

Section 8
Insurance Certificate Limits
Effective July 1, 2022

Limits are subject to review and risk assessment by management and/or the Port's insurance agent of record. Subject to periodic review by Insurance Agent, and subsequent changes by the Port's Management and/or the Board of Commissioners.

A certificate naming the Port of Newport as an additional insured is required.

A.	<u>Leases/Tenants General Liability, Each Occurrence</u>	\$2MM
	1. Damage to Rented Premises (each occurrence)	\$300K
	2. Medical Expenses (any one person)	\$5K
	3. Personal and Adverse Injury	\$2MM
	4. General Aggregate	\$2MM
	5. Products – Comp/Op Aggregate	\$2MM
B.	<u>Commercial Vessels, Liability Coverage Requirements.</u>	
	1. Protection and Indemnity, must not exclude Wreck Removal	\$250K
	2. Pollution Liability	\$300K
	3. If Pollution and Indemnity Combined	\$600K
C.	<u>Recreational Vessels, Liability Coverage Requirements</u>	
	1. Protection & Indemnity, must not exclude Wreck Removal	\$250K
	2. Pollution Liability	\$300K
	3. –or- Water Craft Liability, must include both wreck removal and pollution liability coverage.	\$500K
	Umbrella clauses must identify boats exceeding 25 ft.	
D.	<u>Charter/Guide Vessels.</u>	
	1. General Liability	\$2MM
E.	<u>International Terminal Vessels (Tariff No. 1(\$17))</u>	
	1. Maritime Employer’s Liability (Jones Act)	\$1MM
	2. Commercial and/or Comprehensive Marine General Liability	\$5MM
F.	<u>Vendors. (reserved)</u>	

Changes in Rates and Fees

1 Generally rates were increased 7% to match CPI as of December 2021

2 Exceptions

- a. Recycling fees
Increased fee to match Port of Toledo's cost.
Much of the increase will be reserved in FMRF for upgrade of Oil Recycling facility.
- b. Keys Commercial Marina
The cost of a key is now \$16, increased cost to help cover labor cost for issuing a new key.
Increased cost of replacement key is alignment with cost of a new key.
- c. Increased Launch fee
After comparing the Launch fee with other Marinas, we determined an increase from \$6 to \$9 was appropriate, increased annual launch passes proportionately.
- d. Did not increase parking fee.
- e. Replacement key cards
With the increasing vandalism in South Beach, increased the cost of the card to \$25.

3 New Fees

- a. As the Port has had recent requests to take vessel from their owner and dispose of them, a fee of cost + 25% was added to dispose of a vessel for the owner.
- b. added squid wharfage as a cost to price list for the commercial marina.
- c. Added wharfage fees for Crab and Squid to International Terminal price list.
- d. Added a fee to request to request to be placed on the Annual MLA Waitlist (SB and CM).
- e. Added a recurring fee to remain on the Annual MLA waitlist (SB and CM).
- f. Added Fillet fee to South Beach.
- g. Considering a "Premium" Fee for the slips in South Beach that are in high demand.

4 Other

- a. Changed wording for South Beach RV Parks, to Non-refundable reservation fee.
- b. Removed Notary fees, as we only notarize for Port staff or for internal purposes.
- c. Moved package & handling fees to South Beach.
- d. Removed Fax, lamination and outbound calling fees, this is something we no longer offer.

Fishing Industry Economic Activity Trends in the Newport, Oregon Area



Author:

Shannon Davis,
The Research Group, LLC

Sponsors:

Lincoln County Board of Commissioners
Midwater Trawlers Cooperative

Acknowledgements

Attributions:

- Harvester and processor interviews
- Port of Newport and Port of Toledo interviews
- Oregon Employment Department personnel
- Oregon Department of Fish and Wildlife personnel

Advisors:

- **Gil Sylvia**
Marine Resource Economist
- **Caroline Bauman**
Economic Development Alliance of Lincoln County (retired)

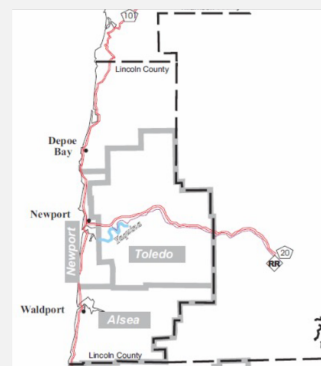
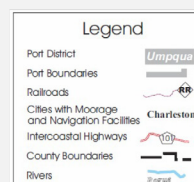
Sponsor Representatives:

- **Heather Mann**,
Executive Director
Midwater Trawlers Cooperative
- **Kaety Jacobson**
Lincoln County Commissioner

Area of Focus: Newport Area

Review of commercial landings and related items are typically aggregated into port groups. For consistency, the Newport area includes all harbors in Lincoln County.

Map of Harbors and Port Districts in Lincoln County



Key Indicators Considered



- Commercial Fishing Activity
- Recreational Fishing Activity
- Related & Connected Activity, including
 - Mariculture
 - Boat Building & Related Work
 - Gear Manufacturing
 - Supply & Services
 - Research & Education
 - Natural Resource Management
 - Enforcement
- Economic Contribution
 - Multiplier effect measured by:
 - Income
 - Jobs
 - Output
 - Comparisons to total economy in study area and state

Key Findings



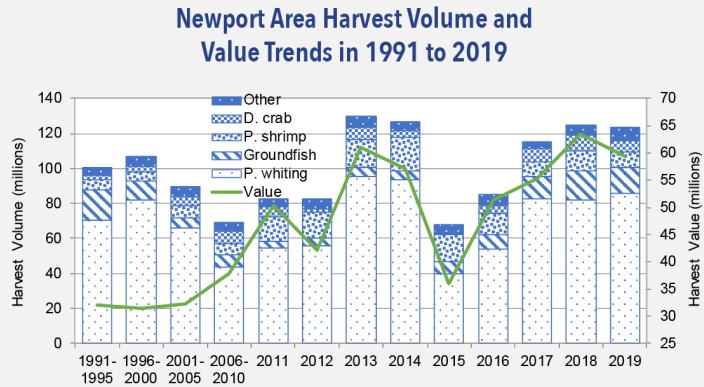
Commercial Fishing in 2019

- 331 commercial fishing vessels
264 were homeport vessels
- 4,788 deliveries in the Newport area
\$59.3 million harvest value



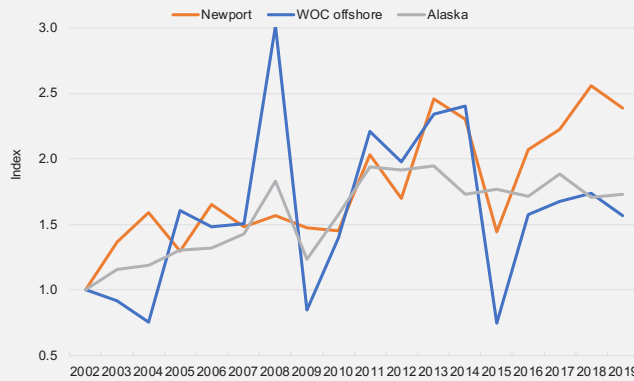
Newport Area Harvest Value by Fishery (2019)

- Dungeness Crab accounted for 42% of overall value.
- Groundfish, including landed Pacific whiting, represented 31% of value.



Ex-Vessel Values in 2019

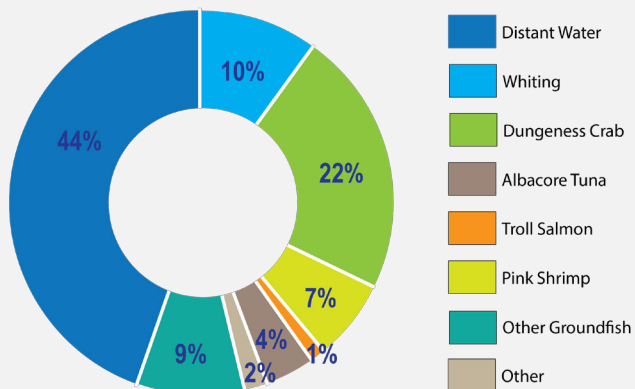
- Newport Area: \$59.3 million
- West Coast At-Sea: \$8.9 million
- Alaska Onshore & Offshore: \$1.9 billion



Economic Contributions by Ocean Onshore Commercial Fisheries and Distant Water Fisheries 2019

TOTAL INCOME (millions)

- Onshore \$87
- Distant Water \$69
- TOTAL \$155



Onshore Harvested Volume and Ex-Vessel Value (by Port Group – 2019)

Port Group	VOLUME		VALUE	
	Amount	Share	Amount	Share
Astoria	178,229	53%	46,829	29%
Tillamook	2,045	1%	4,756	3%
Newport	123,372	37%	59,308	37%
Coos Bay	20,961	6%	33,928	21%
Brookings	10,218	3%	16,813	10%
Port Orford	1,594	0%	4,909	3%
Total	334,826	100%	161,634	100%

Local processing added \$46 million in economic value



Recreational Fishing Contributions



Total ocean and lower river recreational spending in the Newport area was estimated at \$23 million in 2019. Depoe Bay and Alsea Bay are important within this calculation.

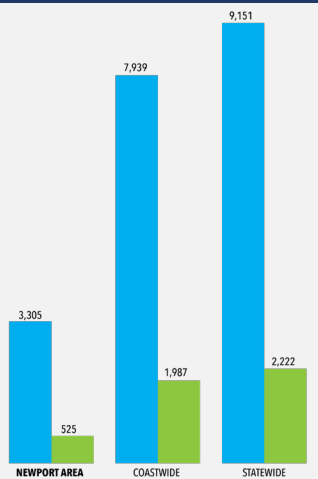
**(Note: Spending from touring, like whale watching, was not included.)*

Income Snapshot from Commercial & Recreational Fishing (2019)

income in millions	NEWPORT AREA		COASTWIDE		STATEWIDE	
	Amount	Share	Amount	Share	Amount	Share
All Income	2,295.0	7.8%	9,465.7	5.0%	224,346.4	0.3%
Earned Income	1,098.2	16.4%	4,526.3	10.5%	134,693.4	0.5%
Fishing Income	180.1		476.0		692.9	
Commercial	155.4	14.2%	382.1	8.4%	557.6	0.4%
Onshore	86.6		264.3		325.2	
Distant Water	68.8		117.8		232.4	
Recreational	24.7	2.2%	93.9	2.1%	135.4	0.1%
Ocean	8.7		16.6		24.0	
In-River*	15.9		77.4		111.3	

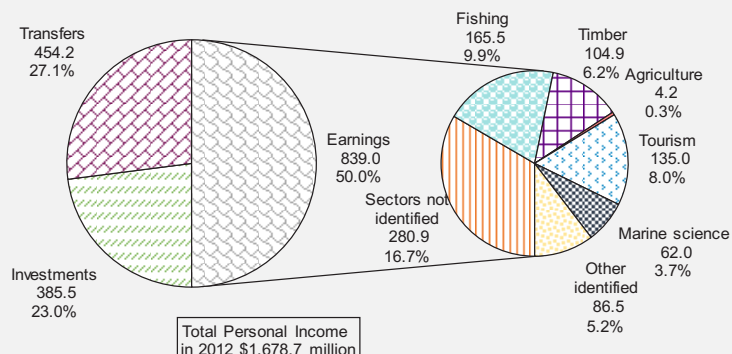
*In-River Non-Resident

Jobs Snapshot from Commercial & Recreational Fishing (2019)



Fishing's Impact on Lincoln County Income

In 2012, Lincoln County commissioned a thorough economic study and this slide will show you the findings related to the sources of personal income.



Fishing's Impact on Lincoln County Income

In 2012, fishing was 9.9% of Lincoln County's earned income. Our 2019 figures show us that commercial fishing in Newport grew to 14.2% of earned income.

income in millions	NEWPORT AREA		COASTWIDE		STATEWIDE	
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*In-River Non-Resident

Trends in Income and Wages

The full report also provides an in-depth look, showing:

- Lincoln County Personal Income from Net Earnings has been on a steady climb dating back to the 1980s
- From 2003 to 2019, covered employment and wages rose through 2006, dropped 2011/12, and have grown steadily again since then.

Economic Take-Aways



The total economic contribution from commercial and recreational fishing to the local economy was **\$176 million** in income in 2019.

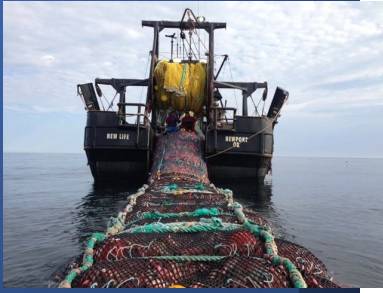


The same economic contributions at the State level economy is \$245 million in income in 2019.

(This is higher because some purchasing occurs outside of Lincoln County)

The economic contribution estimates for fishing industry related and connected activities represented another 18 percent of the area's total annual earnings in 2012.





2019 Fishing Industry Income

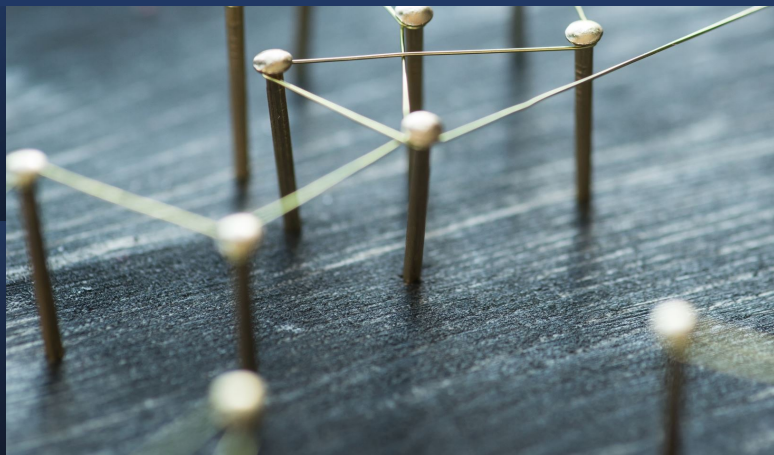


2012 related and connected activities income (adjusted for 2019 dollars)

= Total Income of \$346 million*

*This represents 7,400 jobs

Items for Discussion



There are pluses and minuses to consider when looking at single industry impacts and more detailed research and more complex analysis would be required to understand all economic and social linkages.

- Fishing businesses add to local property tax base
- Industry workers require housing, transportation, schools
- Seafood processing requires a lot of fresh water and discharge treatment which may challenge capacities
- Fishing industry dominates water dependent zoned land in Newport area and land and improvements may have publicly desired alternative uses

- A collaborative relationship must exist between the public infrastructure providers and the private sector for the fishing industry to thrive.

- There can be fundamental infrastructure requirements for the continuation and development of a prospering fishing industry in the area that falling short could signal challenges for industry viability.

- Fishing industry descriptions, while important in themselves for informing existing policy making bodies, should be part of further investigation and planning processes.

It will be helpful in keeping local government plans current with a maritime industry centric planning forum and program.

This would assist keeping the maritime industry strong in the face of climate change, new fish resource management approaches, altered business regulations, and dynamic seafood markets.

Final Thoughts & Questions?

