

PORT OF NEWPORT
INTERNATIONAL TERMINAL USERS COMMITTEE MINUTES

June 2, 2017

I. CALL TO ORDER

Kevin Greenwood called the Meeting of the Port of Newport International Terminal Users Committee to order at 10:00 am at the South Beach Activities Room, 2120 SE Marine Science Drive, Newport, Oregon.

Committee Members Present: David Jincks, Commercial Fishing Fleet; Yale Fogarty, ILWU Representative; Paul Hucaluk, Stevedore Representative; Bill Olivera, Lessee Representative; and Jesse Pullen, Industry Support Representative.

Alternates Present: Paul Langner, Teevin Representative; and Aaron Ferguson, TCB Security.

Committee Members Absent: Corey Rock, Commercial Fishing Fleet; Joe Lamb, Lessee Representative; and Rex Capri, Local Community Representative.

Ex Officio Members/Alternative Present: Stewart Lamerdin, Port of Newport Commissioner; Margaret Hall, Rondys Inc.; and Peisheng Cui, Silvan Forest.

Management and Staff: Kevin Greenwood, General Manager; Jim Durkee, Interim Director of Operations; Pete Zerr, NIT Supervisor; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: Pat Ruddiman, ILWU; Sara Skamser, Foulweather Trawl; Steve Beck; Mike Storey, F/V Pegasus; John Skamser, Foulweather Trawl; Jeff Lackey; Kiera Morgan, KYTE Radio; Heather Mann, Midwater Trawlers Cooperative; Gene Law, F/V Ms. Law; Walter Chuck; Tom Stam, F/V Miss Berdie; Bob Eder, F/V Tommy Boy; and Frank Wu, Silvan Forest.

II. INTRODUCTIONS

Greenwood announced this was the first meeting of the International Terminal Users Committee, convened for the purpose of reviewing the draft Port of Newport International Terminal Operations Plan, and referred to the Staff Report regarding the background of the plan. He commended Zerr and Durkee for their work developing the plan. Greenwood said he tentatively scheduled a second meeting for June 9, 2017, and expected there to be a meeting after the first and second shipments. Greenwood then asked the Committee Members and other attendees to introduce themselves.

III. SELECTION OF CO-CHAIRS

Greenwood asked the Committee to appoint Co-chairs to lead the discussion. Fogarty recommended that Greenwood act as meeting Chair, who was then appointed by consensus. Jincks commented that the reason for getting to this meeting was the building of the International Terminal, which was a cooperative effort between the ILWU and commercial fishing. The dock was not what was originally planned, but was what they ended up with. Jincks expressed thanks for the document and the work of Port staff. Lamerdin and Hall suggested reconsidering whether Committee Co-chairs should be appointed at the end of the meeting.

IV. GROUND RULES

Greenwood referred to the Staff Report included in the Meeting Packet; there were no questions or discussion.

V. REVIEW OPERATIONS PLAN

Greenwood referred to the Draft Port of Newport International Terminal Operations Plan, and suggested comments be given after reviewing each section. Additional items would be added to a list for future discussion or further research.

Introduction and Terminal History. There were no comments on this section.

Project Goal. There were no comments on this section.

Physical Facilities. Greenwood said that access will be restricted when vessels subject to the Maritime Transportation Security Act (MTSA) are in port. Hucaluk asked if there were ladders to the water. Zerr said there were a number of embarkage/escape ladders, fixed ladders, and similar portable ladders. Zerr said the red area on Appendix A.2 represented potential fishing gear storage. He added that the red octagons on the diagram represented stop signs. Greenwood referred to the section on Forest Products Handling and said the references to the Terminal should be the Shipping Facility instead. Greenwood added that other vessels may include some subject to MTSA requirements such as a research vessel, or a vessel with a foreign flag.

Use of Space. Hucaluk commented on the statement on page 13 that “the Stevedoring company is responsible for ensuring that the roads, dock, and lay down area are cleaned once loading operations are complete, to as good of condition as before export operations started.” He said that in other cases, the terminal operator cleaned the roads which was included in the charge for materials and services. Fogarty said the longshoremen would clean inside the secure area, but the area beyond that would be cleaned by others. Jincks added that timely clean-up is important to the fishing industry since debris can easily damage gear. Fogarty added that it was also important for the area to be clean before logs are transported to the ship since clean debris could be used. Zerr suggested there could also be clarification of what would be “sufficiently clean.” Fogarty suggested the Port would need to assume responsibility for inspection. Greenwood added this topic to the list for further research.

Jincks asked if the outdoor staging area could be reconfigured to keep the hoist dock open. Fogarty referred to appendix A.1, and said that in the past lines had been tied on the bollard at the RO-RO area. The line to the east dock would not be necessary. Fogarty suggested the Port remove that bollard, and if needed in the future, discuss a dolphin instead. However, if the hoist were left in its current position, lines would be torn. It would be advisable to move the hoist in order to keep it available. Greenwood said this topic would be added for further research. Hucaluk suggested consulting Tidal Transport (who represents vessel owners and direct captains) about removing the bollard. The location of the hoist would be an issue for the Commercial Fishing Users Group Committee to discuss.

Transportation Plan. Greenwood referred to Appendix A.2 and A.9. He said road access was a main component of the plan. Langner added that a traffic impact study had also been completed when planning the traffic flow. Fogarty asked where longshoremen parking would be located and about access along the fence line. Durkee said there had been some discussion about moving the fence line in to make more room. Fogarty asked the Port to consider flipping the equipment storage and parking indicated on Appendix A.2 so that people would not be walking across traffic, or to consider closing traffic to boats at the first entrance. Jincks said significant traffic from fishermen was only during November, December, April and May. He said the fishing interests were still looking for that time set aside. Zerr said that the number of parking spots available would in part depend on Rondys Inc.’s decisions and the possibility of storing fishing gear along the road. Jincks asked that the fence be angled at 45 degrees to provide better access. Zerr said the Port will need to talk to the Coast Guard about any change in the fencing, but that could be considered. The parking and fence issues were included in items for further research. Paul Langner added that the fenced area is flexible and can be collapsed down when appropriate; the diagrams show the maximum area. Fogarty asked if the longshoremen could park in the secured area if logs were not stacked, like at the Port of Astoria. Access required a TWIC card. Hucaluk added that a car entering the security area could be searched. Jincks asked if the secured area could be smaller when they are hot loading since they would not need surge area. Langner said they would still need a safe turning radius when hot loading. Jincks asked if there would be any restrictions on fueling when an MTSA ship was in port. Lamerdin and Jincks asked

that this be confirmed with the Coast Guard and the fuel company. Hucaluk said MTSA ships also fuel when landing. This topic was added to the list for further research.

Safety and Security. Zerr said the goal was to leave up as much fencing as possible when there was no MTSA vessel present, without interfering with other use of the Terminal. Jincks referred back to page 12 and asked about options for the ship support vessels, which may cause space issues if moored at the Terminal. Durkee said there is not enough draft at South Beach now, but it will be dredged this fall. This could potentially be used for support vessels. Fogarty proposed there be a safe zone around the exterior of the restricted zone fence. He also suggested some safety restrictions for access to the dock since visitors access the boats, with perhaps kids or dogs running around. This would be unsafe when a loading operation was occurring. Jincks said that, historically, there has been a lack of enforcement of signage at the Terminal. There are some long goodbyes when boats leave for Alaska. For this reason and for access of suppliers, he would not like to see restrictions on access. This activity peaks in November and December. Zerr said that safety is a primary concern. When a cargo ship is in, there won't be access to the west dock area. Fogarty said the Port could be liable for not providing a safe place, and vessel owners will have to take responsibility to discuss with their crew. Hucaluk said there will need to be specific parking plans when logs are loading, with 30 trucks in and out of the area. Greenwood suggested perhaps moving the fishermen access to the east berth. Hall said she would look at that. Jincks proposed discussing this issue with CFUG.

Storage. Jincks said he noticed that a lot of the presentation relied on the Hall property. The Port still needs to figure out how to solve the problems in-house. Hall said that over time part of the Hall property needs to be used for marine use. Rondys discussed building the warehouses, and currently planned to construct one to be completed within two years. They don't yet know the demand there would be for more. Rondys plans for the property as shown in the diagrams is not definite. Greenwood said the Port will more clearly identify alternate spaces. Lamerdin suggested looking at paving the storage area shown on Appendix A.2 for use now and moving forward. Hall said that Rondys number one priority is maintenance of the wetlands. Greenwood said the Port has received approval for wetland fill. Jincks commented that there would not be a project without the Hall property for mitigation area.

Berth Scheduling. There were no comments on this section.

Changes to the Operations Plan. Greenwood asked Jincks about his earlier reference to fishing's high use of the Terminal. Jincks said there are two high use periods. The use of the Terminal has increased because of how the estuary has shrunk, limiting the usability of Port Dock 2, South Beach Marina and Port Dock 7. Port Dock 1 will become limited. The commercial fishing fleet has grown over the last eight years to fourteen vessels. Mid-November to January 10th is a critical time, moving crab gear and distant fleet gear. In addition, weather can be a factor in November making it difficult to move anywhere else. Jincks proposed setting aside time at the Terminal for shrimping, crabbing and the distant water fleet. He said they are not looking for exclusive use, just time to change gear and leave. The needs of the fishing fleet were not mentioned in the plan. The Midwater Trawlers Cooperative has sent a request for the Port's latest leases at the terminal, and will be submitting a request for the time.

Cui said that the current time schedule for shipping is 8 shipments per year, for 32-34K GVW vessels, 5.2 – 5.4 1000 board feet (MBF), about 42 MBF for the year. Every 7-8 weeks there would be a vessel in dock. Cui said Silvan will try to cooperate with the fishing fleet, and he is open to discussion. A Christmas shipment is a concern. Silvan can move more cargo in the summer. Cui said they would schedule a shipment one month ahead of when the vessel would arrive. Jincks said that fishing is a large, thriving industry that schedules two years ahead. That is the reason they are requesting to have that time set aside. The Terminal is the only place where some things can be done, and it is the only place to tie up in November. Cui said that Silvan does not have a specific schedule at this time, but they can talk about scheduling around fishing. Jincks requested that a meeting be set up between the Midwater Trawlers Cooperative, Silvan and Teevin to take place today after this meeting. Fogarty asked if it would be possible to send partial shipments to work around the fishing schedule, and then refill at Teevin when use is slower. Cui said Silvan can look at that. Langner asked how they could guarantee a minimum of two weeks' notice during winter as mentioned in the draft plan. Zerr said it could be put on a

calendar when a ship is scheduled to come in. There may be a delay, and the schedule would need to be adjusted. Fogarty said it could also be a problem if a ship in Coos Bay wants to come here. Maybe the plan could state one week's notice, or every attempt would be made to give two weeks' notice. Jincks proposed the shipping schedule be posted on the Port's website. Hucaluk said there would be a minimum of 10 days' notice of a vessel's arrival. Jincks said the fishing fleet could then track the boats.

Olivera noted that there was nothing mentioned in the plan about the temporary 80 ft. fish meal dock. Durkee said that wasn't included because it is too shallow. Zerr asked if this was a possible alternate space; Olivera said that could be possible. Olivera said that there is heavy traffic during their season. The stop sign and 15 mph speed limit are not a problem. Pullen said that crane service would always be available in an emergency situation. Durkee said the crane is loaded on the Hall property, and Hall said that will have to be discussed.

VI. PUBLIC COMMENT

Skamser said this was a great discussion, and everyone wants a win/win. The turning basin is also a concern. Greenwood said much of the turning basin is dredged by the ACOE. Right now the Port does not plan to dredge in the corner of the basin. Jincks said the turning basin was more of a concern with heavy barge traffic, not an issue for ships. Skamser said there was some conflicting information about barges. Fogarty said barges are a possible shipping option. Skamser asked if Foulweather Trawl would still have a parking area. Durkee said all parking would be identified.

Beck said that he had voted originally to rebuild the Terminal. The Port needs income from both shipping and fishing. Beck suggested there needs to be time set aside for the fishing fleet.

Mann said that the scheduled 7 – 8 weeks between shipments would only be 6 – 7 ships per year, and she had previously heard 10 shipments. Cui said 8 shipments would be the maximum per year based on current calculations. Greenwood said the Port had done a financial analysis for 10, 7.5, or 5 shipments per year.

Storey said the fishing fleet would also need the Terminal in the case of a boat breakdown. He also encouraged Hall to allow storage of fishing gear, which is valuable equipment worth millions of dollars. Perhaps Teevin could move their equipment when they are not shipping.

Eder said the Terminal space is critical. The fishing fleet not using the Terminal are still affected by its availability. If the time were not set aside it would be difficult.

Hall asked the Committee if they wanted to reconsider having co-chairs, who might be helpful if there is a conflict. Jincks say the key groups are here, and Greenwood will remain in contact with the parties. Groups will also discuss issues with each other. Fogarty said the meeting identified issues, and he is happy with how it worked. He said anyone could send agenda items to Greenwood.

VII. ADJOURNMENT

Having no further business, the meeting adjourned at 12:40 pm.

ATTESTED:

Kevin Greenwood, General Manager

Karen Hewitt, Administrative Assistant