

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE AGENDA

Monday, November 6, 2017, 9:00 am
OSU Extension Office
1211 SE Bay Boulevard, Newport, OR 97365

- I. Call to Order
- II. Changes to the Agenda
- III. Public Comment
- IV. Service Standards
 - A. Service Dock Hours
 - B. Types of Services
 - C. Service Expectations
- V. Parking Discussion
 - A. Parking Committee Meetings Schedule
<http://www.newportoregon.gov/citygov/comm/psac.asp>
 - B. City Council Meetings Schedule
The City Council meets on the first and third Mondays of each month. If this falls on a holiday the meeting is moved to the Tuesday. Work sessions are usually held at noon, and the regular meeting is held at 6:00 P.M.
- VI. Chairman Report
- VII. Harbormaster Report
- VIII. Future Meeting Schedule
 - A. January 8, 2018, 9:00 am
 - B. March 12, 2018, 9:00 am
- IX. Future Agenda Items
 - A. Vendor's License?
 - 1. List of Licensed Vendors
- X. Public Comment
- XI. Adjournment

Regular meetings are scheduled for the 2nd Monday of odd numbered months at 9:00 am.

Currently, limited parking is available, so please plan accordingly. Guests may park in the spaces directly near the Curry Building (Extension Office) and may NOT park near the Airgas/Serviceco building (we share a parking lot). Evening meetings occurring after 5:30pm and on weekends may use the entire parking lot if available. If overflow parking is required, please let the office know when you reserve space. Overflow parking is available directly across the street in the dirt lot near the mailboxes and shed. You may park in the grass and gravel. Parking is NOT permitted on Bay Blvd or on Vista Drive (the street on the west side of the building).

The OSU Extension Office is accessible to people with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Newport Administration Office at 541-265-7758.

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GENERAL MANAGER'S REPORT

DATE: 11/03/2017
RE: Service Standards / Potential New Service at Commercial Marina
TO: Commercial Fishing User Group
ISSUED BY: Aaron Bretz

SUMMARY:

In the past decade, operations at the commercial service dock have increased exponentially. As the growth has occurred, the Port has taken a reactive approach to planning operations, maintenance, and staffing at this service center. In the interest of delivering the best service possible that allows for efficiency internally, standards for service should be established.

For example, we should determine what the Port's expectation is when a boat arrives at our dock:

How long should it take for us to deliver the requested service?

What are our standards for quality?

Should we ask for appointments and if so, how much lead time should we require?

These standards should be established at each of our service centers (including the recreational marina and the NIT).

As we consider the establishment of standards that directly effect the public (our customers), we would like to hear from them.

ADDITIONAL SERVICES AT COMMERCIAL DOCK:

We have been asked on several occasions about the possibility of scheduling for regular after-hours service at the commercial dock. Although this is a related issue, we don't necessarily need to complete a study of service standards to stand this type of service up. What groups might be interested in after hours services (either offloading catch or servicing gear) or disinterested in such an addition?

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GENERAL MANAGER'S REPORT

DATE: 11/03/2017
RE: International Terminal Shipping Facility Report / Recruiting Update
TO: Commercial Fishing User Group
ISSUED BY: Aaron Bretz

SUMMARY:

We continue to keep up the compliance effort with permits issued for the Newport International Terminal (NIT), and to complete the dredging estimates for the NIT. We performed some grading work at McLean Point to maintain the construction permit with the city for another six months.

Permitting applications for dredging have been completed, although the berths appear to be deep enough currently to meet advertised depths. The dredging was to be completed to accommodate the larger ships that were being considered previously.

Rondy's has posed several questions (email attached to packet) that the Port will be considering by work session later this month. I have been working with Evan Hall to find a date and to present some options on working with Rondy's to the Port Commission.

I continue to try and find solutions to allow an integrative and cooperative shipping operation at the terminal as I have not been directed by the Port Commission to abandon shipping options. I visit the terminal regularly and continue to look at the operations there with a mind for integration and encouraging growth for *all* industries.

The General Manager's recruitment work has begun. Richard Stellner Human Resources has been contracted to conduct the search; the search process was approved at the last Port Commission Meeting. A work session is scheduled this week to discuss job description one last time and to discuss salary and benefits.

The Finance Director's recruitment has begun by BBSI. There is no significant progress to report in the search yet.

The Newport International Terminal Manager position is temporarily being filled by Port employee Don Moon. We opened the position to internal applicants (in accordance with personnel policy), and it closes to internal applicants at the close of business today (NOV 3). I will not discuss the selection of particular candidates, but feedback on Terminal operations during the interim period is appreciated.

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Karen Hewitt

From: Evan Hall <evanehall@hotmail.com>
Sent: Tuesday, September 19, 2017 2:02 PM
To: Aaron Bretz
Subject: PON/ Rondys Inc

Hello Aaron-

I wanted to outline a few issues that I would like to start looking at with the Port in order to move Rondys' development opportunities forward. Much of it centers around the use of the Ports property at the potential shipping facility location. Im not sure how the discussion for that site has progressed among the Commission. I also see in the minutes for the next meeting that there is no discussion on the shipping facility or simply shipping at the NIT. Ive had more conversations with John May and it appears that another opportunity is on the doorstep, but has there been any progress on the underlying use issues at the NIT?

We do want to help facilitate the Ports future use at that site, so Im trying to incorporate those considerations into our plans. For example, if Rondys improves the access and installs utilities across Bay Blvd, down to the center of McLean Point, would the Port be interested in cost sharing or cost recovery options in order to install pull boxes, water main Ts, and other franchise access that may be needed at the Ports property (at the proposed shipping facility site).

What is the Ports intent for the wetlands on the Ports property? We have an unsigned agreement for a shared mitigation site in which Rondys provided onsite mitigation and the Port covered the construction costs. Rondys is prepared to move ahead filling and mitigating wetlands on our property, doing this without the Port changes the deal. While we do want to help the Port prepare their site, we will not hold the identified mitigation area indefinitely.

Related to the wetland issue, if the Port does not fill their wetlands, Rondys would like to work with the Port to make sure there are no negative affects to our planned storm water drainage system. This would entail creating some sort of ditch or swall to treat and direct water from the Port property into our system.

We would also like address the dredge spoils. Previously, the Port and Rondys were going to split the use of that fill. The Port was going to prepare the Rondys property prior to the spoils being dispersed and graded in order to satisfy the terms of our Lease Agreement. Im still not certain the best way to handle this, but at a minimum I could see Rondys moving and grading of the spoils on our property if the Port could supply the spoils at cost.

The final issue/question is for one of the roadway easements we developed with the Port. This is for the NW Natural access road. What is the status of that three-way agreement? I had not heard if it had been forwarded on to NW Natural for their review or not. I believe this agreement could be executed regardless of activity on the Ports site, it only benefits future access/uses. However, if the Port does not want to continue this easement agreement, Rondys will seek to clarify terms with NW Natural on our own.

I might add that we are still open to the floating dock idea and expanding/ reorganizing the fishermans gear yard, but at this point, the ball is in your court to move forward. The basic idea being that Rondys could build the infrastructure if the Port took on some sort of lease agreement to operate the dock and yard (unsure of best solution for dredging needs). Again, this is in an effort to ease pressure on the commercial fishing fleets need for layup space.

My goal is to break ground at the beginning of the construction window, next spring. I would like to work towards resolving these issues and anything else that may come up over this next month. These are the initial concerns to get the conversation started. Let me know when we can get into it.

Thanks-
-Evan

Port of Newport's Commercial Fishing Industry Platform Regarding International Terminal Access

The Port of Newport is home to a diversified commercial fishing industry. Well over 100 commercial fishing vessels are home-ported in Newport and many more transient vessels visit and utilize the Port's facilities. Newport-based vessels participate in many fisheries and Newport is also home to many of Oregon's Distant Water Fleet. Many Lincoln County citizens are directly employed as vessel crew or in seafood processing plants. Hundreds more are employed by the dozens of support businesses that service the commercial fishing industry. Newport's successful tourism economy is also based, in part, on the existence of an authentic working waterfront. In 2015 over 67.8 million pounds of seafood worth over \$33.4 million in ex-vessel revenue was landed in Newport. These numbers are conservative and do not include the revenue from landings by Newport vessels in other west coast ports or the distant water fisheries. Over the last decade commercial fisheries have been steadily increasing and the opportunities for fishing continue to expand. Newport generally ranks in the top 20 national fishing ports annually based on landings and value.

The International Terminal (IT) is a critical component to Newport's commercial fishing success. The IT can accommodate large fishing vessels that do not fit at other port facilities. It is not unusual to see 12-15 large trawl vessels moored at the IT between November 1 and January 10th or between April 1 and May 15th. Crab and shrimp boats and trawlers also use the IT heavily to stage and switch gear throughout the year. In addition to the local boats, Bering Sea crabbers and other large transient vessels stage at the IT before moving up-river for boat work at one of the two Toledo shipyards. In addition to significant fishing gear storage, the IT houses important support businesses including a net shop and fishmeal plant. The revenue that the Port generates from the commercial industry at the IT has grown significantly over the last four years. In fiscal year 2016-17 the Port received over \$467,000 for services and moorage at the IT from 52 unique vessels. The revenue generated at the IT has grown by about 50% from \$229,939 in 2013-14. The trend is for even greater commercial fishery revenue increases to the IT in future years.

With the importance of the commercial fishing industry to the Port of Newport in mind, and specifically the importance of the IT to the commercial fleet and dependent economy of Lincoln County, all future use plans for the IT whether for shipping or any other activity, must consider and accommodate the minimum needs of the fishing fleet. If necessary, plans for the construction of new docks to allow for any new activity should be included while plans should preserve the access for the existing industry. At a minimum, there should be:

- ✓ Space for 12 large catcher vessels to moor (no more than 2 deep) at the IT from November 1st through January 10th and April 1 through May 15th at the same time there is direct dock access always for at least two vessels to be actively loading and unloading.
- ✓ At all other times of the year there should be room available to moor at least six catcher vessels (no more than 2 deep) while there is direct dock access always for at least one vessel to be actively loading and unloading.
- ✓ Twelve months out of the year there should be access to a gear hoist for use by local crab, shrimp and trawl vessels to load and unload gear, as well as a clear path between the storage area and the dock
- ✓ Twelve months out of the year there should be ample space to lay down and work on trawl nets
- ✓ Twelve months out of the year there should be a clear route for trucks to access the fishmeal plant

Any consideration given to the development of shipping or other activities from the IT should recognize both current and future use needs of the commercial fishing industry who have been the primary users of the facility for the last thirty years. Also, the financial impacts to the industry and community must be analyzed.

Submitted on 7/25/17 by Heather Mann, MTC