

DRAFT Port of Newport International Terminal Operations Plan



TABLE OF CONTENTS

Cover Page	1
Table of Contents/Staff Contacts	2
Introduction	3
Terminal History.....	3
Project Goal	6
Physical Facilities	7
Transportation Plan	8
Use of Space	10
Security and Safety.....	16
Storage	18
Berth Scheduling	19
Future Considerations	19
Changes to the Operations Plan	19
Appendices/References.....	20

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INTRODUCTION

The Port of Newport is located on the central Oregon coast and encompasses the Yaquina Bay estuary and is one of only three deep draft ports on the Oregon Coast. The Port boundaries extend north to Otter Rock, east six miles inland, south to just past Seal Rock, and west to the Pacific Ocean. The Port of Toledo is adjacent to the Port of Newport's eastern boundary and the Port of Alsea adjoins the Seal Rock boundary.

The Port of Newport and its waterfront facilities support international commerce, commercial fishing fleets, recreational fishing, tourism, and marine research, all of which are vital to the economic health of the City, County, and State. The Port's overall mission is to build and maintain waterfront facilities, and promote projects and programs in cooperation with other community organizations and businesses.

The Port's International Terminal is an industrial property located on the north side of Yaquina Bay within the city limits of Newport, Lincoln County, Oregon. The property is owned and operated by the Port. The Terminal serves as the homeport for Newport's distant-water fishing fleet, as well as the primary staging area for non-U.S. Army Corps of Engineering dredging operations and other maritime operations. The Terminal dock facility was renovated in 2013.

TERMINAL HISTORY

The Port District was formed in 1910 to promote water-related commerce in Lincoln County and throughout its history has evolved and refined the provision of services to the commercial and recreational fishing fleets, to tourists, and for ocean observation and marine research support. Oregon sits astride a great international trade route that links our state to the world's economy.

Oregon Revised Statutes (ORS 777.065) calls for the "the development of deep water port facilities at ... Newport .. (is) declared to be a state economic goal of high priority."

"The Legislative Assembly recognizes that assistance and encouragement of enhanced world trade opportunities are an important function of the state, and that development of new and expanded overseas markets for commodities exported from the ports of this state has great potential for diversifying and improving the economic base of the state. Therefore, development and improvement of port facilities suitable for use in world maritime trade at the Ports of Umatilla, Morrow, Arlington, The Dalles, Hood River and Cascade Locks and the development of deepwater port facilities at Astoria, Coos Bay, Newport, Portland and St. Helens is declared to be a state economic goal of high priority. All agencies of the State of Oregon are directed to assist in promptly achieving the creation of such facilities by

processing applications for necessary permits in an expeditious manner and by assisting the ports involved with available financial assistance or services when necessary.” [1981 c.879 §6; 1993 c.106 §1]

In 1948, a private company sank two 1940's-era, self-propelled, flat-bottom concrete ships at McLean Point to serve as wharves for cargo handling. The ships were floated into place and sunk by blasting holes in their sides and bottoms. The area between the hull and the shore was backfilled with hydraulically placed dredged sand from Yaquina Bay in order to create more flat dock area. A warehouse and Terminal office was built over top of one of the vessels to provide storage space for Terminal users.

The terminal was run by private operators from the 1950s through the late 1970s among them Yaquina Dock & Dredge and Sunset Terminals. In 1982, the Port issued general obligation bonds to purchase the terminal from Rondys Inc. and in 1987 contracted Jones Oregon Stevedoring/Newport Terminal Co. to manage the facility. The contract was terminated in 1995 when the Port took over management. Up until the early to mid-1990s when log exports trickled to a halt, the Newport Terminal was a busy dock, handling shipments of logs, lumber, and other goods. The last log ship called at the Newport Terminal dock in May of 1999.

At about the same time, bunker crude oil began seeping from the hull of one of the concrete ships. In addition, the structural integrity of the wharf also came into question.

In the 2006 Lincoln County General Election, voters approved ballot measure 21-114. The language from the ballot measure is as follows:

“The measure would fund reconstruction and environmental clean-up of the Port of Newport’s marine terminal, with an estimated rate of 58¢ per \$1,000 of assessed value. The owner of a property assessed at \$100,000 is estimated to pay \$58.00 per year. One of two deep draft harbors on the Oregon Coast, it is the statutory mission of the Port of Newport to provide infrastructure, facilities and economic development that support business, industry, and economic vitality of the community. Both the environmental remediation and the dock rebuild included in this project are consistent with this mission. Protecting the environment and enhancing the economic value of Yaquina Bay and the harbor is a major public policy goal of the Port of Newport. For that reason, the Board of Commissioners placed the measure on the ballot to seek voter approval to fund a Marine Terminal Rebuilding Project that is intended to protect the environment, enhance the economy, create jobs, and to assist in securing ongoing federal funding for channel maintenance. The measure would fully fund the rebuilding of the Port’s International Terminal, including a deep draft ship berth, a barge and heavy work dock used by the commercial fishing fleet, removal of hazardous substances

existing within the structure, and restore the publicly-owned Marine Terminal to diversified economic productivity. The deep-draft cargo dock has been closed for five years due to safety risk. The nearly 60-year-old deep draft cargo dock has deteriorated to the extent that a 60-foot wide gap has developed between the dock area and the shoreline. The unsafe condition and the lack of usability would be addressed by the reconstruction project. Newport also is home to other substantial commercial marine industries like the fishing industry. Newport's distant water fleet and other local commercial fishing vessels currently are the primary users of the terminal's heavy work dock. The project would rebuild the dock, creating a barge berth and a vessel maintenance and gear-loading facility for the fleet. The Port is responsible for removing liabilities to the community and the environment at its facilities in addition to providing economic development and jobs. The project would remove contaminated material and fluids that exist within the hull that forms the marine terminal cargo dock structure. Components included in the reconstruction project are: Final design and engineering; Replacement of two Marine Terminal Docks; Site and facility remediation; fixed hoist installation; Utilities and infrastructure to service vessels; Mooring dolphins and fender system.

A market analysis and plan to increase activity and revenue from restored facilities will be conducted concurrent but separate from the bond issue proceeds. The Port of Newport believes that removing the environmental and safety hazards, updating and rebuilding valuable marine facilities, and actively recruiting or marketing desirable new business opportunities for the new facilities fulfills its statutory mission and is in the best interest of the citizens of the Port District. The total amount of the bonds is not to exceed \$15,452,000 and will be paid over a period of thirty years or less."

In 2009 with funding in place, planning began on the remediation and redevelopment of the docks and warehouse facilities. Construction began in 2010 and was completed in a phased approach such that the Terminal continued to be accessible for service to Newport's distant and local commercial fishing fleet as well as to those tenants that serviced the fishing fleet. The terminal was also built to be consistent with federal initiatives for marine navigation included in the Maritime Administration (MARAD) Marine Highway System Plan and the Safe Port Act. Over \$19 million from federal, state, and local funds went into the terminal's redevelopment, including the general obligation bond and \$1.5 million from EPA through brownfields grants and loans. The total project cost was over \$27-million.

These investments helped protect the Yaquina Bay estuary, open the Port to international trade, and catalyze a new wave of subsequent economic investment in the area. In 2009, NOAA selected the Port as the new home for its Marine Operation Center Pacific Fleet. NOAA cited the Port's Terminal Redevelopment project and its design elements as one of the key factors influencing its decision.

In October 2015, the Port applied for and received a U.S. Dept. of Transportation, Transportation Investment Generating Economic Recovery (TIGER) grant for the development of a 9-acre shipping facility, located about 1500-ft. from the terminal. The shipping facility would be leased whereas the terminal could not and provide a tenant a place to primarily receive and handle forest products for shipment. Below is the outline to the Phased approach for the Terminal renovations and development of McLean Point:

Phase I – 2013 Terminal Remediation - *completed*

Phase II – 2015 Terminal Berth Deepening
and Mitigation Construction -*completed*

Phase III – US-20 Hwy. Improvements:

5.5 mile main re-alignment portion was completed in Oct 2016

West end curve tie-in work expected to be completed by Aug 2017.

Phase IV– 2017 Shipping Facility

Phase V – McLean Pt. Industrial Park I*

Phase VI– McLean Pt. Industrial Park II*

Phase VII– McLean Pt. Industrial Park III*

* McLean Pt. Industrial Park is a private venture owned by Rondys Inc. that would phase in additional warehousing and laydown area on their 30-acre site.

PROJECT GOAL

The Terminal is designated as a multi-use facility and is not available for permanent tenancy. The goal of the Port is to accommodate a wide variety of users that will fulfill our mission of promoting and supporting projects and programs that will retain and create new jobs and increase community economic development. This includes supporting the commercial fishing fleet and cargo ship operations, as well as a variety of other users. Due to the limited dock space available, particularly during certain months of the year, it will not be possible to accommodate every request for dock space. The Port will have the final decision on which vessels to accommodate based on meeting the Port's goals and objectives, and will work to host as many vessels as practical and accommodate the needs of various users.

This Operations Plan is a living document and can be amended as needed based on feedback from users, Port staff, and the approval of the Port Commission.

PHYSICAL FACILITIES

Water Access to the Terminal

The main shipping channel into the harbor is maintained annually by the U.S. Army Corps of Engineers. "The existing project provides for a channel 40 feet deep (at MLLW) and 400 feet wide across the outer bar to station 0-10; thence, with dimensions reducing gradually, a channel 30 feet deep and 300 feet wide beginning at mile 0.0 to a turning basin 30 feet deep, 900 to 1200 feet wide and 1400 feet long at mile 2.0 at McLean Point."³

The air draft (vertical clearance) under the highway bridge is 135 feet at low water or 129 feet at mean high water. The horizontal clearance at the bridge is 395 feet.

The Terminal is about 2-1/2 miles from the ocean entrance (bar) with transit time from pilot boarding to vessel tie up at less than 60 minutes. There is a turning basin located adjacent to the cargo berths, which is 900 by 1,200 feet wide.

The shipping terminal & dock system consists of 860 linear feet of dock space, a two-ton fixed rotating hoist, acres of paved asphalt surface storage, gravel surface storage, garbage & recycling collection, landscaping, a storage & maintenance shop, tenant leased buildings, and a nine acre lot being developed for shipping operations.

Berths

The west berth is 525 feet long with a mooring dolphin to the west of it and therefore can accommodate vessels in the 600-foot plus range. This berth has four high performance rubber fenders evenly spaced along its length. The majority of the dock along this berth has a load rating of 750 psf, except for the far-east end, which has a load rating of 400 psf.

The hoist berth is in the middle of and adjoins the west and east berth and is oriented basically north & south. This berth is 75 feet in length.

The east berth is 260 feet in length and accommodates shallower draft vessels than the west berth. Depths here range from 15 to 20 feet along the face of the dock.

Utilities at the berths include potable water and electricity. Electrical power available is single-phase 120 volts at 30 amps and three-phase 208 volts at 50 amps.

There are 3 fixed ladders on the west berth and 3 on the east berth, all evenly spaced across the wharf. There are also a number of semi-portable ladders used to accommodate the smaller vessels. The semi-portable ladders can be easily moved with our forklift to be positioned exactly where needed. When a cargo ship is docked at the Terminal, all of the semi-portable ladders will be removed from the west berth and placed on the east berth.

Outdoor Staging Area (Restricted Area)

The Terminal facility is located on a 17-acre site. The staging area is a 3-acre space that runs parallel to both the fish meal plant access road and the cargo dock, and is directly adjacent to the road. This space is designated as the "Restricted Area" on the site map. (See *Security Section, page 13*) The fishing community has used the upland space for net repair, equipment storage and parking. When a Handysize vessel is in Port, approximately two-thirds of this area will be restricted to shipping activities.

TRANSPORTATION PLAN

Parking

The current parking arrangement at the Terminal is very open. When no Maritime Transportation Security Act (MTSA) regulated vessels are moored at the dock, then all vehicles with pertinent business are free to park in designated parking areas. The use of the Terminal is very fluid and dynamic, and it is essential that vehicles are not parked where they will interfere with forklift or mobile crane operations. Currently no permit is required for parking at the Terminal, as long as the vehicles are associated with applicable Terminal activity.

When an MTSA regulated vessel is docked, then a *Restricted Area* is cordoned off around the vessel and only MTSA authorized vehicles and personnel holding TWIC cards are granted access inside this area.

Parking in Restricted Area

Unless it is essential to provide a specific service to the vessel, vehicles should not park on wharfs or piers in the Restricted Area. To provide an unimpeded view for security personnel, designated parking should be away from wharves and piers, and other areas designated as essential to the security of the facility. Where possible, designated parking should be outside of fenced operational, cargo handling, and storage areas. Security personnel shall control or monitor access to designated parking areas.²

Traffic flow/volume/trucks/equipment

Road Access to the Terminal

Transportation access to McLean Point and the International Terminal is provided from Yaquina Bay Boulevard via highways (US 101 and US 20), SE Moore Drive, and SE Bay Blvd (arterials). Highway access between I-5 and Newport is via US 20, with realignment slated for completion by 2017.

The Terminal currently has two entrances providing access. The west gate is generally open during the day, but is closed and locked in the evenings and on weekends. No truck traffic is allowed through the west entrance due to the tight turn radius, limited visibility, and weight restrictions. During ship loading, public vehicle access will be restricted for safety and congestion reasons. Public access may further be restricted during special circumstances such as the Fourth of July holiday. A third entrance to the east end of the nine-acre log lay down area is being planned and provides primary access to the Liquid Natural Gas tank. This third entrance will be to solely accommodate log-handling equipment.

Under present Terminal operations, public access into the Terminal is allowed for any persons with applicable business. The exception to this is when MTSA regulated vessels call at the Terminal, then a "Restricted Area" perimeter is established and the Restricted Area is not open to the public.

Due to the expected high truck volume along the Terminal access road, it may be necessary to place concrete barriers, such as Jersey barriers, at the edge of the fishing gear storage lot in order to segregate the lot from the access road.

There will be no parking on the Terminal access road or shoulder during cargo ship operations for both safety and for fire truck/emergency vehicle access.

Future plans for local access improvements (turning lanes) to and from McLean Point may be implemented in the coming years with the Rondys Inc. site development. Designation of internal circulation roadways also may be amended in the future to better accommodate overall efficiencies as McLean Point is further developed.

The site plan shown in *Appendix A.9, "Teevin Log Yard"* illustrates the proposed layout with the proposed site driveway locations. One driveway will be located along the east frontage and one along the west.¹

The current trucking volume (semi-tractor/trailers) in and out of the Terminal during the height of the busy season for the fish meal plant is 25 trips in, 25 trips out per day.

The posted speed limit within the Terminal is 15 mph.

USE OF SPACE

Cargo and cruise ships will have priority over other vessels for the west berth and designated Restricted Area. Commercial fishing vessels will have priority over other vessels for the east berth. When MTSA regulated vessels are docked at the west berth, the hoist will not be available for use by the fishing fleet as per Coast Guard mandated Facility Security Plan, but the Port does have a 30-ton crane available for servicing vessels at the east berth.

Normal services will be allowed to continue outside of the Restricted Area.

Commercial Fishing Fleet

The local and deep water fishing fleets have been using the Terminal extensively since the wharf renovations were completed in 2013. When no shipping vessels are tied up at the dock, or scheduled to be tied up at the dock, then the fishing fleet is allowed to tie up on a first come, first serve basis after consulting the Terminal Supervisor. During the winter months (November through middle of January) the dock can get quite congested. It is not uncommon to have fishing boats rafted up two or three deep at times along the east and west berths. In recent years, the months November through January have been the highest use time at the Terminal by the fishing community, but April and May are also high use times.

There is no stated limit as to how many boats can raft up outboard of one another, only practical limits in regards to being able to safely secure the mooring lines. The fishing boat captains are responsible for working out the timing and logistics for departures, arrivals, and shifting inboard/outboard.

When a cargo or cruise ship is scheduled to dock at the Terminal, notices will be posted designating when, where, and for what duration the ships will be docked. The Port will provide as much advance notice as possible, with every attempt at providing at least two weeks' notice. Maritime conditions may require users to be flexible due to weather or seasonal conditions.

The Port currently provides and maintains a two-acre area for outside storage of fishing gear. Stored items include everything from fishing nets to outriggers, trawl doors, and winches. With the resumption of cargo operations, it may be necessary to relocate portions of the current storage lot.

It is common practice for the fleet to stretch out their nets across the paved staging lot in order to effect repairs. A large part of this area will be designated as a Restricted Area when Cargo Ships are in, thus precluding net repairs in this area.

There is also an asphalted area to the east of Foul Weather Trawl that can accommodate net repairs at times.

The fleet is responsible for cleaning the docks and net lay down areas prior to departure to as good of condition as before they arrived. The Port will inspect the area to ensure it was cleaned properly and take corrective action if necessary.

Cargo Vessels

During the peak of the Cargo Shipping era in the 1990s, The Terminal moored 36 ships and barges per year, averaging three per month. The Port is poised to resume cargo exports and imports, starting with the planned development of a log yard.

Cargo vessel operations will require a series of support service providers. These include, but are not limited to: Stevedoring services, support tug operators, dock labor (ILWU), heavy equipment to stage materials, customs processing, and vessel crew support. For those services that require Port coordination (e.g. customs, security) the Terminal Supervisor will schedule these services to meet the needed components to support on-dock terminal operations.

Forest Product(s) Handling

For the forest products operations, the flow of product into and out of the Terminal is anticipated to be as follows:

- Logger/Trucker delivers product to log yard
- Teevin Bros. receives forest products at their facility
- Logs will go through the de-barker
- The logs will be decked awaiting delivery to the wharf
- Exporter contracts with Stevedoring company to arrange ILWU (longshoremen) labor for ship loading
- Teevin Bros loads logs onto hostlers or trucks for delivery to the dock
- ILWU (longshoremen) receive the logs at shipside and load onto ship
- Ship departs for Pacific Rim

Currently Teevin Bros anticipates hot loading, but may use the surge area (3-acre area within the Restricted Area) as well. However, using the surge area is more expensive to the log exporters, so is not as advantageous as hot loading. Hot

loading is the process of trucking logs directly to the ship from the log yard and then unloading the logs right from the truck. In other words, the logs would never touch the ground again once they leave the log yard.

The only time Teevin Bros anticipates needing storage space in the main Terminal staging area is if they ever receive inbound barges or recycled paper barges. In both cases they may need to use this space for about 1-2 days during barge discharge. The Log Exporter would know before arrival if hot loading or not.

Anticipated traffic flow for this scenario is that the logs will be loaded onto trucks at the log yard, driven down the port access road, enter the fenced restricted area, park in front of the ship, and the ship's crane will remove logs directly from the truck. The empty truck will return to yard and repeat. They are anticipating 200-250 loads per day during ship loading.

The estimated turning radius for log ship equipment is as follows:

- Hostler and trailer can turn inside of 75 feet
- A log truck with hay rack would be 90 feet
- A long-logger may take up to 110 feet

On an average loading day the Port anticipates up to 45 personal vehicles, for ILWU and management, will be onsite and parked in the vicinity. "Personnel safety zones" will be marked to delineate walkways between the parking areas and the vessel.

An "under deck only" loading will generally require 4-5 business days. A "full load" will require 7-8 business days. Generally the vessels do not work the weekends, and therefore the dwell time on berth would be extended by 2-4 days or more. So a ship may be dockside at the Terminal for up to 12 days, with the security fencing needing to be up between 8 and 14 days.

The average log vessel is about 590 feet (180 meters) in length. It may be necessary to spot the vessel (line haul/warp) in order to be able to use any/all of the 4 vessel cranes for loading. This may require additional length east beyond the actual dock for stern lines or stern of the vessel assuming a starboard side to landing. There is a bollard about 92 feet down from the inside corner of the 260-ft. east dock, one at the inside junction of the east and hoist docks and also one just south of the fixed hoist. The east berth and inside junction bollards are currently used by the fishing fleet and others, but will not be available for use by cargo ships berthed at the west dock as this would preclude other vessels from berthing at the east dock at the same time, and could possibly damage the hoist due to the lead of the mooring lines.

Cargo vessels may use the bollard south of the fixed hoist. The Port reserves the right to remove or change the location of tie-up points.

Support Service Providers

The log ships are expected to take up the entire west berth, extending past the western edge of the dock and attaching their mooring lines to the mooring dolphin.

The cargo ships will be supported by not only a series of tugs (number and size yet to be identified) but also will be supported by a pilot boat from the Coos Bay Pilot's Association. When there is space available at the Terminal's east dock, these vessels will be tied up there. Two support vessels may raft up on the hoist face since it can't be used by the fishing fleet while the restricted area is being enforced. The next option is for these support vessels to tie up at the North Commercial docks, South Beach end ties/service dock, or the meal plant floating dock, if available. The other alternative is for the support vessels to anchor in the approved anchorage in the Bay.

The stevedoring company will need to stage a variety of equipment at the facility including but not limited to; large capacity forklift, 4 sets of log bunks used at vessel side when loading, 4 dock shelters (weather protection for workers), a 40 foot long gangway, numerous job boxes, and other gear. Some of these items will need to be kept undercover. The Port will provide two portable toilets.

A water truck may be necessary for dust control on the roads and Terminal during loading days and that the dock will have to be cleaned of bark on a daily basis. The log handler will manage the water truck. Also portable lights may be required for loading, yet to be determined.

The stevedoring company is responsible for cleaning the dock and lay down area inside the fenced security area once loading operations are complete, to as good of condition as before export operations started. The Port will inspect the area to ensure it was cleaned properly and take corrective action if necessary.

Proposed Development Plan for Teevin Bros. Log Yard

The current development plan includes redevelopment of approximately 9 acres of vacant I-3 zoned property into a log yard. The proposed log yard is expected to have 17 employees and generate approximately 30 truck trips per day at inception. Upon full development of the log yard operations, the site is estimated to generate up to 50 log trucks per day.

At full operating capacity, the proposed development is estimated to generate approximately 142 net new one-way daily trips (71 in / 71 out), 16 weekday a.m. (10 in / 6 out), and 10 weekday p.m. (2 in / 8 out) peak hour trips.

Trip Generation

An independent trip generation profile was developed based on the projected maximum operating capacity. To develop the profile, projected employee and truck delivery information was obtained from Teevin Bros. as outlined in the Traffic Impact Analysis. Using this information, Table 4 summarizes the estimated site trip generation of the proposed development plan during a typical weekday, as well as typical weekday a.m. and p.m. peak hours.

Table 4 Estimated Trip Generation

Mode	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Passenger cars	42	4	4	0	6	0	6
Trucks	100	12	6	6	4	2	2
Total	142	16	10	6	10	2	8

Traffic Volume & Flow

Based on the trip generation summary in Table 4, there will be an expected 42 passenger car trips and 100 truck trips generated by the site on a typical weekday. Teevin Bros. expects to operate this log yard in a similar manner to the three yards it currently operates. Teevin Bros. currently operates log yards in three Oregon locations – Eugene, Crabtree (between Albany and Lebanon) and Rainier. Based on statistics from those yards, 44% of the trucks using the sites have a gross vehicle weight (GVW) of 80,000 lbs.; 54% of the trucks using the sites have a GVW of 88,000 lbs., and 4% of trucks accessing the sites have GVW greater than 88,000 and less than 105,000 lbs. No truck in the regular timber haul runs weighs in at more than 96,000 lbs. Of the expected 100 weekday truck trips, half will be entering the site loaded, weighing an average of approximately 88,000 lbs., and half will be departing the site unloaded at approximately 29,000 lbs.

Planning considerations

The following list summarizes the mitigation measures recommended as part of this proposed redevelopment.

- Site-development related landscaping as well as above-ground utilities or signing near the site access points should be located and maintained to ensure adequate stopping sight distance is provided.
- Foliage and shrubbery along the south side of Bay Boulevard between the two driveway locations should be trimmed and maintained to improve existing sight distance for trucks and heavy vehicles.

Cruise Ships

Cruise ship operations fall under an entirely different category, but the Terminal will likely see only smaller or mid-sized cruise ships coming here. As with cargo ships, these vessels may also be accompanied by tug and pilot vessels. There will likely be additional pedestrian traffic, and possibly exponentially so, depending on the size and capacity of the ship. Additional safety and pedestrian zones will likely need to be considered.

The Port hired consulting firm, Cook & Associates LLC, to study the feasibility of the Port of Newport becoming a “Port of Call” for cruise lines on the west coast. Their conclusion was that Newport and the greater Lincoln County area are rich in attractions that could entice a desirable cruise line. The limiting factors for larger cruise ships coming into the Port of Newport are both the channel depth and the height of the bridge. The larger cruise liners exceed these constraints. However there are a number of mid-size and smaller cruise ships that can feasibly call on the Port. In the past, cargo vessels 650 feet in length, 100 feet wide, and 33 feet in draft have docked at the Terminal. As recently as October of 2016, a 145 foot long exploration vessel, the, called at the Terminal for a brief port call. There is a fleet of smaller cruise ships that serves the Alaska and Pacific Northwest market that are well suited for our market. There may be opportunities to attract cruise ships of this type.

Cruise ships will likely use the dock only during a limited season (May through September) and for a limited number of days during that season. To entice cruise ships to call at the Terminal, the Port may consider investing in small infrastructure assets such as a weather-protected staging area for passengers to wait for ground transportation while embarking and disembarking.

Other Vessels

A variety of other types of vessels will likely continue to stop at the Terminal including U.S. military ships, research vessels, dredge equipment, and others.

Personnel

Current staff for the Terminal is one FTE; with an additional FTE planned for when shipping operations recommence paid for by shipping tariff proceeds.

SECURITY & SAFETY

The Terminal has a number of video cameras that view and record activity both along the wharf and along the frontage road to aid in the security of the facility.

TCB Security, the contracted security company for the Port of Newport, conducts routine security rounds of the Terminal. The Port will also engage with TCB Security for the additional security requirements to meet the needs of a cargo export/import facility. This will include round the clock security (24/7) for the below detailed Restricted Area, with a guard shack stationed at the vehicle entrance to the Restricted Area.

Certain vessels are subject to the Maritime Transportation Security Act (MTSA) requirements. This activity occurs at defined locations described in the Port's Facility Security Plan and is approved by the United States Coast Guard. The Port's Facility Security Plan is not a public document. Compliance with the MTSA and TWIC security requirements in the Restricted Area is mandatory per federal statute. Contracted security services will be utilized to provide the necessary personnel to support the various 24/7 operations related to terminal access control, MTSA and TWIC program compliance, and roving security personnel to maintain compliance with federal security requirements.

When an MTSA/ISPS regulated ship is docked at the Terminal, the "Restricted Area" will be in effect and cordoned off. When there is no MTSA/ISPS regulated ship at the Terminal, the "Restricted Area" will NOT be in effect.

An MTSA regulated vessel is defined by 33 CFR 104, and in part includes the following:

- Any cargo or passenger vessel subject to the International Convention for Safety of Life at Sea, 1974, (SOLAS), Chapter XI-1 or Chapter XI-2;
- Foreign cargo vessel greater than 100 gross register tons;
- Self-propelled U.S. cargo vessel greater than 100 gross register tons subject to 46 CFR subchapter I, except commercial fishing vessels inspected under 46 CFR part 105;

- Offshore Supply Vessels subject to 46 CFR chapter I, subchapter L (of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned)
- Passenger vessel subject to 46 CFR chapter I, subchapter H;
- Passenger vessel certificated to carry more than 150 passengers;
- Other passenger vessel carrying more than 12 passengers, including at least one passenger-for-hire, that is engaged on an international voyage;
- Barge subject to 46 CFR chapter I, subchapters D or O;
- Barge that is subject to 46 CFR Chapter I, subchapter I, that is engaged on an international voyage;
- Towing vessel greater than eight meters in registered length that is engaged in towing a barge or barges subject to this part, except a towing vessel that –
 - Temporarily assists another vessel engaged in towing a barge or barges subject to this part;
 - Shifts a barge or barges subject to this part at a facility or within a fleeting facility;
 - Assists sections of a tow through a lock; or
 - Provides emergency assistance.

Exemptions to MTSA Requirements:

- Does not apply to warships, naval auxiliaries, or other vessels owned or operated by a government and used only on government non-commercial service.
- A vessel is not subject to this part while the vessel is laid up, dismantled, or otherwise out of commission.

Transportation Worker Identification Credential (TWIC) – A TWIC is required by the Maritime Transportation Security Act (TSA) for workers who need access to secure areas of the nation’s maritime facilities and vessels. TSA conducts a security threat assessment (background check) to determine a person’s eligibility and issues the credential. U.S. citizens and immigrants in certain immigration categories may apply for the credential. Most mariners licensed by the U.S. Coast Guard also require a credential.

At the time of writing of this plan, there is no security fencing installed along the border of the Restricted Area. In past years, security fencing was leased and installed along the perimeter of the Restricted Area. The Port has purchased fencing for the long term use of cargo operations at the Terminal. This fencing is in portable panels, so that when the Restricted Area is not in effect, other users will be able to benefit from this space. These other uses include net-work for the larger, longer fishing nets being repaired, as well as staging area for fishing and other non MTSA regulated vessels. The Terminal Supervisor will endeavor to remove the fencing panels that may impede other users in a timely manner once the cargo ship departs. For a matter of efficiency, some fencing panels may remain in place.

Depending on the specific cargo operations, the security fencing for the Restricted Area may be reduced to accommodate other users when possible, when the full 3 acres is not required. The ability to increase or decrease the size of the Restricted Area may be dictated by the USCG and how they interpret the MTSR regulations.

If a safe zone between logging operations and other activities is required, the Port may use fishing gear storage or barriers along the Restricted Area fence line as a safe zone buffer. The safe zone may need to be relocated based upon the expansion or contraction of the fencing footprint. The size of any safe zone will be determined by Terminal Supervisor based on the type of operation.

The Port has an Emergency Operations Plan (EOP), which was adopted in 2012. The Safety Committee is currently reviewing an update to the EOP. The Port's Safety and Health Policy was adopted via Res 2016-09. The Port will follow Occupational Safety and Health Administration (OSHA) CFR 1917 and 1918. Port management and users may further develop additional safety plans as needed.

All commercial vessels calling on the International Terminal are required to have the applicable local, state, federal, and international shipboard oil pollution emergency plans and insurance coverage, as well as comply with all applicable ballast water regulations.

STORAGE

The Port of Newport currently leases the two-acre net storage area from Rondys Inc., and subleases (rents) the space to the commercial fishing community for gear storage. At some point of time in the future, the lease may be terminated and an alternative location(s) will need to be identified. Rondys Inc. has plans to develop a maritime industrial park that may provide additional storage and laydown area.

The nine acre export facility proposed for development at the time of writing of this document, will be leased to Teevin Bros. for their sole use during the duration of their lease.

BERTH SCHEDULING

All vessels calling at the Terminal are required to submit a Moorage License Agreement form on an annual basis, also known in the industry as a "Berth Application.". By signing the MLA, the facility user acknowledges having read the [Port Facilities Code](#). The Moorage License Agreement form is available from the Port office. This Terminal Operations Plan can be found in Chapter 3 of the Port Facilities Code.

The Commercial Fishing Fleet will continue to operate on a first come/first serve basis for berth access when a shipping vessel is not scheduled in port. During times of heavy commercial fishing vessel use, it is not uncommon for fishing vessels to be rafted up two or three vessels deep, next to the wharf. The skippers of each respective vessel are responsible for communicating with each other for scheduling of shifting to accommodate dock side access for loading and unloading of gear. If vessel needs are not being met, then the skipper is encouraged to discuss the situation with the International Terminal Supervisor, who will try to correct the situation.

When a cargo vessel is scheduled to come to the West Berth for loading/unloading, the Port will update their online calendar and post notices on folding barricades on the wharf stating which date the cargo vessel is scheduled to arrive and anticipated to depart, thus reserving space for the cargo vessel for those times. The Port will make every effort to provide as much notice as possible, with a minimum of two weeks' notice. The potential remains however, that a cargo vessel could come in for a partial load with shorter notice. Every effort will also be made for cargo ships to avoid mid-November through early January.

FUTURE CONSIDERATIONS:

- Add online berthing application, to replace the Moorage License Agreement
- Staff will research conceptual operations, engineering, and cost considerations for:
 - Modifying current MTSA Restricted Area fence line and relevant sections of FSP
 - Consider angling fence to 45°
 - Removing bollard(s)
 - Removing / relocating hoist
 - Identify, mark and sign designated parking spaces

CHANGES TO THE OPERATIONS PLAN

The International Terminal Operations Plan was adopted by the Port of Newport Commission via Resolution 2017-___ on _____, 2017. Subsequent changes to the Plan shall be made by the Port Commission via resolution, though the Terminal Manager has administrative discretion to ensure the efficient operations of the Terminal. The Terminal Manager shall note any operational changes that would be counter to the Plan to the General Manager and Port Commission in the Manager's monthly staff report and recommend any amendments to the plan as needed. The Commission shall refer to leases, agreements, and other Port policies to ensure that changes to this plan don't contradict with other Port obligations.

APPENDICES

- A.1 Terminal Layout with Stern Line
- A.2 NIT Traffic 5-26-17 Version
- A.3 NIT Dimensions
- A.4 NIT Dock Cap-Fence Alternatives
- A.5 Ship Loading Schematics
- A.6 Ship Tie Ups
- A.7 Alternate Moorage Options
- A.8 Conceptual Design
- A.9 Teevin Log Yard
- A.10 Parking Schematic

REFERENCES

- 1) Kittelson & Assoc. Traffic Study
- 2) USCG NVIC 11-02 <https://www.uscg.mil/hq/cg5/nvic/pdf/2002/11-02.pdf>
- 3) USACOE chart YB_02_YB2_20160927_CS

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