

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

November 14, 2022

OSU Extension Office, 1211 SE Bay Boulevard, in Newport

This is not an exact transcript. The audio of the meeting is available on the Port's website.

CALL TO ORDER

Committee Chair Heather Mann called the Commercial Fishing Users Group Committee Meeting to order at 9:00 a.m.

Committee Members Present: Bob Eder (Pos. #9); Clint Funderburg (Pos. #1); Heather Mann (Pos. #5); Gene Law (Pos. #7); and Cari Brandberg (Pos. #4).

Alternates Present: Jim Seavers (Alt. #11); John Holt (Alt. #7); and Gary Ripka (Alt. #2).

Committee Members Absent: Mark Newell (Pos. #3); Ted Gibson (Pos. #6); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); Mike Pettis (Pos. #2); and Mark Cooper (Alt. #5).

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; Don Moon, International Terminal Supervisor; and Kody Robinson, Harbormaster.

Members of the Public and Media: Yogi Briggs; Mike Retherford; and Angela Nebel, Summit Public Relations Strategies.

CHANGES TO THE AGENDA

Mann added updates on offshore wind and terminal use to the agenda.

APPROVAL OF MINUTES

MOTION was made by Eder, seconded by Ripka, to approve the minutes of April 14, 2022. The motion carried unanimously in a voice vote.

COMMERCIAL MARINA UPDATE

Update on PD7 Planning, PD5 Power Pedestals, and PD5 Moorage Assignments. Bretz reported the Commission approved moving forward on planning to redesign and rebuild Port Dock 7. He noted he has been working this last year with the Army Corps to dredge the channel into the Commercial Marina and Port Dock 7 at minus 20 feet to provide enough depth for larger vessels to get into the marina and use the new dock. He stated the Port is trying to add some mooring space in the marina in the next several years. He indicated pedestals and materials are

on order to rewire Port Docks 3 and 5, but due to supply chain issues, the Port is looking at late summer or fall of 2023 to get the parts and then schedule the work. He added on November 1, staff moved forward with assigned moorage in the Commercial Marina.

Bretz reported staff got most everyone what they were looking for. He noted there are a few folks who would like to be in different spots. He stated the Port hired a Wharfinger to manage the spaces. He indicated staff can't give everyone everything they want. He added everyone can agree it's best to allow the Port to make the decision on assignments.

Mann asked if he is getting a lot of pushback on moorage assignment. Bretz replied only a few folks. He added the assignments are not arbitrary. Mann asked why some out-of-town boats are moored at Port Dock 5. Robinson replied those are moving; they are left over from the summer. Mann noted the Pacific Storm, which is a research vessel, is in the Commercial Marina.

Briggs overviewed ownership of the Pacific Storm and its mission. Miranda stated that vessel is at a commercial dock, not specifically a fishing dock. She noted it's very difficult to get funds for fishery docks because they are tied to the Department of Agriculture. She explained if the Port focuses on having only fishing docks, the Port's avenues of getting funds are going to diminish. She indicated in the long run, it benefits fishermen if the Port has other users. Discussion ensued on specific moorage assignments. Brandberg suggested having paperwork available to exchange spaces through the Port, rather than between fishermen. Bretz emphasized the final decision is the Port's, and the real root of the issue is not enough space.

Mann asked when new cleats will come in. Robinson replied in the next few weeks. Mann asked if boats could moor at the Terminal. Bretz replied they can't have long-term moorage there, but short-term is available.

Funderburg asked when assignments will be put into effect. Bretz replied the effort is ongoing. Funderburg asked what the amperage of the power pedestals will be. Bretz replied everyone will have the option to go with 50- or 30-amp service; it is up to the boat. Ripka confirmed with staff that Robinson will look into his slip assignment. Mann summarized there is going to be some growing pains with the moorage assignments. Miranda added this will not last forever since Port Dock 7 will be replaced in the next three, four, or five years, and that will open up opportunities. She asked folks to bear with the Port until the project is done.

Mike Retherford confirmed with staff the Wharfinger will monitor the docks. Ripka asked if there will be nametags. Robinson replied there will be general signs and, eventually, numbers. Funderburg recommended set protocol for docking ahead of time. Mann suggested seeking grants for signs for each boat.

Holt asked if the Port has a VHF channel designated. Robinson replied staff monitor channel 14, but most people use cellphones or email. He explained there are transient docks rather than transient spaces.

Kelley Retherford stated folks need to remember the Port is working toward the transition. Mann stated part of the charge of this group is not just to provide feedback to the Port, but also to share information with the fleet. Eder asked what the plan for crab season is. Bretz replied a 40-foot boat may squeeze in, but an 80-foot boat may have to anchor out or side tie. Miranda added space is not guaranteed. She noted people should check to see if there is space available. Eder asked if any space is available in South Beach. Bretz replied there is not much space there and end ties are in bad shape. Funderburg clarified with staff the Facilities Code procedures.

Burke stated the Port has made an effort to be transparent, and having this group is part of that. Mann stated longshoremen claim this is a union port. She asked if that something that can be

discussed at some point. Miranda replied there is one lines agreement. She stated staff can bring that to the table and discuss.

Port Facilities Code Adjustments on Retail Sales of Fish Directly from Boats. Bretz reported he wanted to bring this up to the group before staff start changing the code. He stated the Facilities Code does not adequately cover the sale of fish from a boat. He noted there is no difference from fish buying station or fisherman selling directly. He read the Code and stated the Port has never defined in the code what is a buying station. He explained staff don't want to exclude or stop anything but allow what is existing and do it under a written framework. He indicated what needs to be done is define what is a buying station and set up a process with a permit. He emphasized staff are not looking to reduce the amount but enable to it to occur.

Mann confirmed with staff the Port is not trying to generate revenue off of the permit. Brandberg explained licenses involved with selling fish. She suggested requiring those licenses as part of the permit. Bretz stated the term fish buying station is in the administrative rules, which covers commercial fisheries. He noted the Code could refer to that. He indicated the downside is that rule may change. Brandberg stated that rule has not changed in last several years.

Bretz explained when the Port changes the Code, that is done through ordinance and has to be read twice for public comment. He added the permit is done by resolution and passed by the Commission. Brandberg emphasized this service is an important part of the promotion of commercial fishing.

Security Measures. Bretz reported theft and vandalism has been getting worse lately. He noted people are on boats that aren't supposed to be. He stated one of the biggest problems is that Port facilities are so open, all manner of folks pass through. Brandberg overviewed thefts and vandalism that occurred to them.

Bretz stated staff have to nail down what the access looks like; the solution that works best. He noted there are vendors that have vandal and weather resistant gates and proximity card readers. A member of the audience suggested looking at the Port of Toledo's shipyard. Bretz explained card readers make access less convenient, a little more expensive, and tighter. He noted if someone is a problem, staff can turn their card off.

Mann asked if there is a way to pay for this with insurance. Miranda replied every year the Port gets about \$5,000 from insurance. She stated staff have used it for cameras and lights. She indicated that will only go so far, but staff will use that. She explained when it comes to security, it's not just security but also liability. She stated some areas have hazards, especially tripping hazards. She added security may mean more of a pain for access, but if it's easy for fishermen to get in, it's easy for everyone. She noted once the Admin Building is ready, staff will try to separate parking and storage. She added the Port can get grants in some cases but doesn't want to apply if fishermen are against it.

Mann confirmed with staff the gates for docks and fences for storage areas could be open during the day. Bretz stated for proximity cards, it would work best to have anyone who needs access to have a letter from vessel owners that reference their account number. Funderburg expressed support for fencing gear storage and gates with open working hours. Bretz added proximity cards mean staff know who people are and have a way to motivate compliance. Eder added a good place to start is securing the gear. Mann stated the consensus is to move forward with this.

Bretz stated implementation would probably be next fiscal year at the earliest. Kelley Retherford stated the Port and fishing fleet work together, and the Port needs support from the fishing industry to make sure information gets to the community. She emphasized it is important to work together for the betterment of the community.

Update on Offshore Wind. Mann thanked the Commission for passing its resolution on offshore wind. She noted it was the first one, and there are now 18 from Astoria to Brookings, which have taken a position based on what the Port did. She added those are ports, cities, and counties. She explained that and the work with the coastal caucus and the US congressional delegation has moved the needle in Oregon. She stated BOEM has changed their process, and they are doing things differently here than they've done in any other place. She indicated the process has slowed down. She added they are producing draft areas within call areas to provide comment and feedback on.

Mann reported BOEM is using a new spatial mapping tool. She noted the Port was instrumental in making sure BOEM does this the Oregon way. She stated there will not be any new renewable energy areas until next year. She added they are auctioning areas off in California.

Miranda stated she has been talking with federal legislators, and they seem to understand the issue. Mann stated it's not about saying no forever, it's about doing it the right way. She noted fishermen don't want to lose fishing grounds, but also there are some significant environmental impacts that need to be understood first. She added there is also an onshore wind effort that is a separate process but needs to be considered together.

A member of the audience asked what are the differences between state goals and federal goals. Mann replied the federal goals are 30 Gigawatts of offshore energy by 2030, with 15 Gigawatts of floating offshore wind. She stated Oregon's goal is 3 Gigawatts of offshore energy. She noted the grid can't take that. She indicated California is a lost cause. She stated the country is on track to meet the federal goals without Oregon and Washington. She added the tribes are not for it. Briggs noted concerns with albatross and cable lengths.


Update on Terminal Interest. Miranda reported staff were talking to some forest industry businesses, but it didn't work out for this year because of equipment needs. She noted, however, efforts will continue to be made. She stated the Port did not get the MARAD grant for equipment; the only port in Oregon that got a grant is the Port of Portland. She added she is continuing to discuss possibilities, but there is nothing concrete. She noted staff will grade nine acres at the Terminal even without the grant. She explained the Port will also remove dredge material from the Rony's property. Mann asked about the inspection on the RORO Dock. Bretz replied he doesn't have all the reports yet, but so far, there are no major concerns.

ADJOURNMENT

Having no further business, the meeting adjourned at 10:39 a.m.



Heather Mann, Chair

ATTESTED:


Paula J. Miranda, General Manager