

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

December 20, 2018
Special Committee Meeting

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

Agenda Item

**Audio
Time**
0:00

I. CALL TO ORDER.....

Committee Chair Heather Mann called the Special Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:00 am at the Yaquina Bay Yacht Club, 750 SE Bay Blvd, Newport, Oregon 97365. She invited those in attendance to introduce themselves.

Committee Members Present: Clint Funderburg (Pos. #1); Mark Newell (Pos. #3); Heather Mann, Committee Chair (Pos. #5); Ted Gibson (Pos. #6); Gene Law (Pos. #7); Bob Aue (Pos. #8); Dave Thalman (Pos. #10); and David Jincks (Pos. #11).

Committee Members Absent: Bob Eder, Committee Vice-Chair (Pos. #9); Mike Pettis (Pos. #2).

Port Commission Liaison: Stewart Lamerdin and Sara Skamser.

Management and Staff: Teri Dresler, Interim General Manager; Aaron Bretz, Director of Operations; Kent Gibson, Commercial Marina Harbormaster; Don Moor, International Terminal Supervisor; and Karen Hewitt, Administrative Supervisor.

Members of the Public and Media: Mike Storey, F/V Pegasus; Robert Smith, F/V Raven; Bill Olivera, Pacific Seafood; Dave Smith, F/V Lisa Melinda; Jim Seavers, F/V Miss Sue, F/V Seeker; Terry Thompson; County Commissioner, F/V Anona K; Chris Cooper, F/V Perseverance, F/V Predator, F/V Leslie Lee; Casey Cooper, F/V Leslie Lee, F/V Predator, F/V Pacific; Dietmar Goebel, Newport City Council; John Holt, Pac Fishing; Fred Yeck Jr., F/V Seadawn; Gene Law, F/V Ms Law.

II. CHANGES TO THE AGENDA.....

2:55

There were no changes to the Agenda.

III. PUBLIC COMMENT

3:44

There was no public comment at this time.

IV. APPROVE MINUTES.....

3:50

A. July 13, 2018 Regular Meeting

A motion was made by Ted Gibson and seconded by Gene Law to approve the Minutes as presented. The motion passed unanimously.

V. SPACE USAGE AT THE INTERNATIONAL TERMINAL

4:50

Mann brought copies of the Fishing Industry Platform previously submitted to the Port Commission, appended to these minutes. Dresler said she had been learning over the past four months about the value of commercial fishing to the Port and to the community. Dresler and Bretz spoke about a proposed small shipping operation that was in the conceptual phase at this time, and sought input from the Committee. There was discussion about the current use of the Terminal by the fishing industry, which has increased over recent years, and about additional issues for consideration when making operational plans. Both Dresler and Bretz said there are more details to be discussed with the potential shipper. Lamerdin asked that the shipper be invited to a Commission Work Session.

VI. PORT DOCK 5 PIER REPLACEMENT PROJECT

51:30

Bretz spoke about the project, its importance, and its status as ready to go. He asked for letters of support to include with the grant submission. Mann said MTC hired a research group to do a study on commercial fishing, which she will make available. Thompson also suggested seeking funding from the Siletz tribe.

VII. COMMERCIAL MARINA ELECTRICAL INFRASTRUCTURE UPGRADES.....

57:45

Bretz explained some issues with power at Port Dock 5, and there was discussion about possible options and funding.

VIII. INTERNATIONAL TERMINAL PARKING

1:06:33

Bretz said that Moon had suggested parking passes be used at the Terminal. This would allow for better control of parking and provide contact information. Bretz said this would need to be different from the procedure at the Commercial Marina. Jincks suggested designating parking areas. There was some additional discussion about the use of the Terminal for parking and signage.

IX. REPLACEMENT COMMITTEE MEMBER FOR ERNIE PHILLIPS, LIMITED ENTRY SELLER

1:12:46

Mann asked Committee members to consider who might replace Phillips for the limited entry seller position.

X. UPDATE ON LEGISLATIVE ACTIVITIES IN SALEM

1:13:04

There was discussion about the differences between the Port of Coos Bay, which had been taken over by the state, and the Port of Newport. Committee members spoke about the need for communication to the public about who the Port of Newport is and the good things that are happening. Mann said the proposed legislation undermined both the progress that the Port has made, and the search for a permanent General Manager. She spoke about a coalition of a cross section of people who care about the port who would speak to officials in Salem. She suggested the Port submit regular press releases so that people get accurate information. Dresler said that staff could not take a political position but could post factual information.

A motion was made by David Jincks and seconded by Ted Gibson that the Commercial Fishing Users Group Committee take a position against any legislation to take control of the Port of Newport away from the Port District. The motion passed unanimously.

XI. PUBLIC COMMENT

1:36:55

Ted Gibson suggested adding 4 outlets to every other pedestal as part of the electrical upgrade.

David Jincks commented on the good work being done by Bretz.

XII. ADJOURNMENT

1:38:22

Having no further business, the meeting adjourned at 10:38.

ATTESTED:

Heather Mann, Committee Chair

Bob Eder, Committee Vice-Chair

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.