

MTAC  
9-14-2015  
5 p.m.  
CMR

Attendees: Pat Murphy, Chemtrade/Sulex; Cynthia Richardson, Neighbor; J.B. Smith, Neighbor; and John Firlotte,

In attendance for the Port: Josh Beaner; Dan Worra; Julie Johnson Lindsey; Commissioner Pay Mooney; and Commissioner Bill Short.

Others in attendance: Joe Verdoes

Meeting called to order at 5:05 p.m.

Comments:

Dan Worra: Many advisory committees here at the Port. Only way to be effective is to be active. Make certain two way communication. Call Josh, or call me with any issues before they get out of control—you will be heard. Staff can only make a good decision as we have information for.

John F.: The point I have wondered myself is exactly what the committee is responsible for. If I was challenged with a question, I might not know the answer. For example trucks: transported and meeting the codes. Who monitors, what are the rules?

Pat Murphy: The good thing is you know who to call to get info.

Dan Worra: Each advisory committee by their by-laws has a special link to the Commission—always an avenue. Experts, key stakeholders—voice carriers more weight that's the role of the committee.

Staff would ask advisory committee for impact. If you felt staff was not listening, you have a direct line via the committee.

JB Smith: In past, things done and decisions made without input. Better with committee.

Cynthia Richardson: All various users of Marine facilities all doing own thing. Neighbor and former council member sees value in sharing ideas and talking with others.

Josh Beaner: Last sulfur loadout is just under 15,000 MT—it went well.

PM: Delay due to issues with longshore and Metro. One day there were short one worker.

Josh: Yes, and they will not work if short one worker.

PM: So we lost one hour there, so just short.

Josh: Sulfur lower than expected?

PM: When we first started, we were 100-110K. We're doing 70 – 80 K ton range. Refineries shipping a lot to Idaho for fertilizer. We ship a lot of containers too. We're using smaller loaders, need machinery on site. My boss goes to our board on the 21<sup>st</sup> to see if we can get some equipment on site. Permits with NW Clean Air and DOE. Requests to questions; audited for recertification annually. RC14.001 site so everything we do is managed by that.

CR: Air monitoring on site there?

JB: One part out in was all our choice Monitor Garbage trucks pick-up sulfur from fuel cawsions—we've checked. To date, sulfur had 4 vessels and 51,000 MT for the year. Another vessel is due in November or December.

PM: Could also be two smaller vessels shipping some to New Caledonia, Austrailia.

JB: Pet Coke has had six vessels this year for 171,000 MT. We have also had five barges. Total MT for the year is 255,000. Next week the Port will start negotiations with Shell for the next contract.

DW: My goals trying to keep both products coming through Anacortes and not dry-up and go east with as little impact to community. Sulfur shipments paid for ½ of \$1 million Q/R Avenue road paving. Not just more money, it is also more jobs.

PM: How much pull do you have with ship here—provisions for ships? Say they cannot use their own cranes to load their own ship.

JB: If they do overside, it must be longshore. If they do from water, they can load from waterside.

CR: That is too bad—hurts the local economy.

JB: Union has a lot of power. No ig load outs now—mostly barges. Just cancelled a barge for next week.

DW: We pay fee for truck uses and nobody else does.

Walking Tour: Pier One Repairs and Quiet Cove

Two months ago, severe damage to dock. 17 piles replaced, fender piles replaced. Broken cap rails pulled out and/or ripped out. Could have 3 batter and 2 support piles. Six new fender piles at that corner.

When cruise ship again?

JB: New rule with ECVA: Ecology must put plank rub strip.

DW: 17 strips high density polyethelene at \$17,000.

JB: Started July 1

BS: Any inidication plans for next year?

JB: Yes, with same as this year.

PM: Skippers prefer CW

JB: Tugs do some damage to XXXXXX. Crowley has contract not to go anywhere

JF: Town mostly closed on Sunday, so I think eventually we will loose that ship.

CR: But don't bring enough to keep a shopkeeper there all afternoon.

JB: AGS operates here at Curtis Wharf. Great tenant, and they are also using part of Upland. Limited to 26.4' draft here; pier 2 is 37'. Fender pile replacement at Pier 2.

DW: DCI had fishing vessel Intrepid staging at Curtis Wharf. Josh taking good care of them and so they signed-up on a month-to-month lease and planning to build a vessel here and locate here. Reason we are able to do that is we have adjunct property to Curtis Wharf. Lots of potential. Going to go to Seattle with??? to see if others interested.

#### Quiet Cove

Brothers Pipeline Corporation are here storing pipe being used in a replacement product in Anacortes. This company is out of Mukilteo. There may be possibility of other stuff here. City street area of lower Commercial and area of Curtis wharf, but not 2<sup>nd</sup> between O and Commercial yet. Although gave us permission to vacate it—Cortland expanded.

#### BShort: Clean-up

DW: Chevron is our partner working with DOE for clean-up. DOE has pulled some \$ back that might limit our ability to do soon.

JB: Three tenants here at quiet Cove.

DW: Vicki Stowe and family did a great job not killed boats down the road at one year.

JBSmith: Are you going to take down old building?

DW/PM: No, building on eastside stays. Hope to have active to bring jobs to Anacortes on back half. Always looking for leads.

JB: Ocean Run seafoods looked at expanding; but dropped off on it now.

DW: Part of it cleaned-up at XXXXXXXX.

Meeting adjourned at 6 p.m.

Next meeting November 9th