



# Marine Terminal Advisory Committee

July 14, 2014

POA Pier 2

**Meeting called by:** Josh Beaner, Marine & Airport Services Manager - POA **Type of meeting: Quarterly or as requested**

**Facilitator:** Committee Chair: Barb Rodgers **Minutes:** Julie Johnson Lindsey - POA

**Present:**

Barb Rodgers – Chair, Tony Johnson – Metro Ports, , J.B. Smith – Neighbor, Pat Murphy – Chemtrade, Tyler Ashbach – ILWU Local 25, John Frilotte – at large member

**Attendees:**

Also attending from the Port: Bob Hyde, POA Executive Director, Chris Johnson, POA Deputy Exec. Director, Josh Beaner, Marine & Aviation Services Manager, Julie Johnson Lindsey, Executive Assistant,

Absent: Cynthia Richardson, Alta Nguyen, Anthony Young, Dan Crookes, Dan Jankelson, Eric Bowman, Kittie Ford, Mike Nelson, John Dumas, Richard Spracklin, Ryan Larsen, Renee Westland

**Call to Order** Chair Barb Rodgers called the meeting to order at 5:00 p.m.

**Review Agenda** This meeting primarily consisted of a walking tour of Pier 2. No agenda was printed.

## Minutes

**Agenda Item: Bulk Products Report**

**Presenter: Josh Beaner**

**Discussion:** Josh provided a report on current bulk product shipments, which are ahead over a two-year period.

There is currently a pet coke load out in progress loading 31.5 metric tons aboard the St. Peter, a handimax size ship.

So far this year there have been 7 ships (with the St. Peter being the 8<sup>th</sup>) and 8 barges. The sulfur ship coming in next month Will put the Port ahead of sulfur shipments for the past two years, while pet coke is on par with expectations with a shutdown , scheduled at the refinery.

**Agenda item: Extra ATB work**

**Presenter: Tony Johnson – Metro Ports**

**Discussion:** Tony reported there had been multiple issues with the new barge company, coming out of Canada and U.S. Customs being more sticklers with entry into the U.S. This makes for more hours, which means more days at the terminal and A higher cost, There is a new barge being built that will carry up to 7500 metric tons instead of the current 6500. Tony Explained the collective system of procedures for each vessel. Most head from here to Kittimat in B.C. Tony explained that when the schedule doubles up due to lateness, then the barge that is waiting has to go out and anchor and must watch for specific windows and tides in the Guemes Channel, so they try to avoid this in scheduling as much as possible.

## Terminal Updates:

Presenter: Josh Beaner

**Discussion:** Josh reviewed Pier 2 services and terminal tenants.

Transpac uses space in the large tenant and adjacent exterior laydown area where they are building docks to go to Canada and Alaska.

Dakota Creek Industries (DCI) uses Pier 2 for lay down area space. DCI is currently preparing for the dedication of the research vessel Sally Ride. One of their cranes is being stored here temporarily while it is out of service.

A more recent tenant to Pier 2 upland is a commercial fishing couple from Alaska who are venturing into boat building and Building a commercial fishing vessel of their own design.

Recycled water off the dock and stormwater all goes into the pond and then goes to the City. Port staff can clean the pond in a day And do so after every three ships, approximately. The debris left over after cleaning is stored in the small covered bunker and Emptied when full.

There are new large lights at the terminal and they are angled downward so as not to shine into neighborhood windows. A Camera system was installed as part of a Homeland Security Grant. The Port also installed and monitors a weather station And an air-sniffer and noise meter to insure terminal operations are within normal limits. These are relatively sensitive but are Seldom triggered by terminal activity. For example, the noise meter goes off every Thursday morning when crews are mowing. The Odusulf air monitor has not detected any reduced quality at all this year.

Robinson Cove – creation of the cove was required by the Dept of Ecology to replace waters of the state – the area filled in for the expansion of the DCI shipyard area – the area originally suggested by Ecology was to more than double the size of the log pocket, which would have resulted in a separation of the terminal. The former Wyman's Marina site was excavated to bedrock and then refilled with substrate of various types and plantings to create a marine habitat. J.B. Smith noted there is hardly ever much water in the cove, usually just a high tide. Bob Hyde noted there are still more plantings to come. The commercial services ramp will retain the name Wyman's Ramp.

## Transpac Tent Tour

Presenter: Josh Beaner

Josh led a tour of the Transpac operations inside the Port's large tent on Pier 2. The tent interior is 31,500 square feet. Josh Reported Transpac has been leasing the tent space for the past 2 years and were very happy to be inside, out of the weather. Productivity was up and they were looking to hire up to 12 more people for upcoming work, Josh explained the materials for the Docks come in pre-cut with all docks made to order. Bob noted Transpac has quite a niche in Alaska. Chris agreed, noting the Type of docks made by Transpac were the most forgiving for extreme weather conditions. Everyone noted the cleanliness of The facility, Josh reported the Port had just received the permit of the tent as a permanent structure from the City. A condition of The permit is that the Port will place plantings along the east side as a view buffer to the neighborhood. The heavy fabric covering Of the tent has a 20 year life expectancy.

## Tour of Dock Face while ILWU on a break from loading the ship with pet coke

Josh led a tour of the portion of the terminal used for loading operations. The refinery currently uses a rotation of nine trucks for Pet coke operations. The sweeper is available 24/7 as needed, with the loader being a full enclosed system. Tony explained The loading procedures and shifting of the vessel as needed – this is all done via line hauling in coordination with the ship's Captain and the longshoremen. Most ships have a crew of 11-12 men of various nationalities, some of whom have shore passes. Josh explained that during load-outs, no one is allowed past the yellow line without a Transportation Worker Identification Card (TWIC) and proper clearance.

Tyler Ashbach inquired about a possible need for a fendering system. Josh explained the Port was looking into this in response To possible depth requirements for larger vessels. The Port is presently doing a bathymetry study to determine the exact depth Off the face of the pier to determine if use of a fendering system is necessary. Tyler asked whether this would be a pontoon

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System and how it might be managed, noting it was a huge undertaking to move a ship if turning it was necessary to reach the hold on each side. Bob explained the Port is looking at all options since dredging would cost approximately \$5 million. The new Bathymetry study will provide needed information. Tyler noted that some of the largest ships out of Port Angeles have 35'-40' Drafts so even a fendering system might not work for those largest vessels at Pier 2. Bob explained that very few ships of that size are scheduled for our area, with the average being one per year. Tyler noted he knew of two ships that had a skipper claim he hit ground or wouldn't move the vessel because he was afraid of grounding here. Bob explained more information will follow once the bathymetry is complete.

The tour then walked over to the pond where Josh again explained the settling procedure and pumping to holding tanks. The remaining debris – which is a very small amount – is placed in the tented bunker. Sweeping debris from the Airport is also placed here in the bunker. The debris is tested and then shipped out. Josh explained the Port decided to go a step above environmental requirements by connecting and sending the terminal stormwater to the City's waste water treatment plant.

Barb observed there was no smell. Josh explained this was due to the quality of the system, fresh water is added daily. The pond catches all the washdown from the dock. Josh explained the holding and cleaning system. Chris noted the system was designed so the Port could manage the terminal from a stormwater perspective. It would be virtually impossible to meet other standards that were becoming more and more stringent – basically to a drinking water standard. He noted zinc is the most prevalent and comes from the tires of the trucks.

Tyler inquired if the Port was looking to handle more marine cargoes in the future and if so what marketing efforts were being done. Josh noted the Port was exploring options for additional cargoes and operations.

## ***Other Information***

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**Next Meeting: Josh Beaner** - The next MTAC meeting will be scheduled for late October – mid November, to be determined..

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**ADJOURN – The MTAC meeting adjourned at 5:46 p.m.**