



**BOARD MEETING – THURSDAY,**

**AGENDA**

**June 28TH, 2018**

**3:00 PM**

**SEDA Conference Room – 329 Harbor Dr., Suite 212**

**Regular Meeting**

**3:00 PM**

<b><u>Item</u></b>	<b><u>Action</u></b>
A. Call to Order	Acknowledge
B. Roll Call	Acknowledge
C. Review of Minutes	Motion to Approve
 <b>MAY 10TH, 2018</b>	
D. Correspondence & Other Information	Acknowledge/Questions
E. Changes/Additions/Deletions to Agenda	Change/Add/Delete
F. Reports	
G. Persons To Be Heard	
H. Unfinished Business	
1. GPIP Strategic Plan	Discussion/Recommendation
I. New Business	
1. Raw Water Infrastructure Update	Discussion/Recommendation
2. GPIP Access Ramp Project	Discussion/Recommendation
3. GPIP Port Tariff fee modification	Discussion/Recommendation
J. Adjournment	

**The Mission**

**It is the mission of the Gary Paxton Industrial Park Board and management, by direction of the Sitka Assembly, to strategically develop the park in a fiscally responsible manner that maximizes its economic benefit to the community through creation of meaningful jobs in conformance with established community plans and policies.**

**Gary Paxton Industrial Park - Board of Directors Meeting  
May 10<sup>th</sup>, 2018 3:00pm SEDA Conference Room**

**A. CALL TO ORDER:** The Chair called the meeting to order at 3:00pm

**B. ROLL CALL**

**Members Present:** Scott Wager, Sheila Finkenbinder, Hugh Bevan, Wayne Unger, Dan Jones (tele-conference)

**Members Absent:** None

**City Representatives:** Keith Brady, Richard Wein

**Others Present:** Garry White, Rob Woolsey (Raven Radio), Shannon Haugland (Daily Sitka Sentinel), John Webby (Tele-conference), Lisa Terry (Tele-conference), Don Franklin (Tele-conference), Sarah Nelson.

**C. Review of Minutes – April 19<sup>th</sup>, 2018**

**MOTION:** M/S Finkenbinder/Bevan moved to accept the minutes of April 19<sup>th</sup>, 2018

**ACTION:** Motion PASSED 5/0 on a voice vote

**D. Correspondence & Other Information**

Financials in packet. No questions about it.

**E. Changes/Additions/Deletions to Agenda**

Move H-1 to end of meeting. No opposition.

**F. Reports**

**Executive Director**

**GPIP DOCK**

Mr. White informed the board that the GPIP dock looks good. It is open for public and the first tenant last month was NSRAA. It worked really smoothly. Worked with Harbor Department to develop birthing application. It was sent out and filled in. They had the time to meet and get set up. The Harbor Department met them out there and documented the size of the vessel and captured the moorage. Mr. White calculated the tariff based on birthing application, which was \$239.02. Bill was submitted to Stan at the Harbor Department and is being sent to finance.

Mr. Bevan asked if there was any feedback from the user on the rates.

Mr. Wagner: Moving more product may not make sense when you can do it for free other places in town.

Mr. Bevin: Sliding scale for quantity.

Mr. White suggested that the rates will need to be adjusted depending on comments from end users. He stated the example of Silver Bay moving some seine skiffs. Current tariff is \$7.03/ton and Mr. White wants to adjust it to meet various uses.

Mr. Bevan: suggested having a line item for seine skiffs.

Signs have been ordered.

Still waiting for ACS to install the phone line.

Security camera has been ordered. It is a dome type camera that can move and record.

Mr. White did a Raven Radio interview to promote the dock, to let the public know it is open.

AML did not have any issues moving the containers on the dock.

Mr. Unger commented that people should be able to call the Harbor to use the dock and not have to do the application process to get on the schedule. Mr. White said they will not refuse service. The hope is to have so much demand that people will have to plan ahead. The current process is four days.

Ms. Finkenbinder: When will we do the grand opening/ribbon cutting ceremony? After camera is in and signs are up.

### **GPIP ACCESS RAMP**

PND was selected to design, engineer, and permit that access ramp. Plan is to investigate the current ramp and area near the utility dock. Northline Seafoods has agreed to share all of its information on the existing ramp and meet with the consultant as well.

### **BULK WATER**

Mr. White has been meeting with Arctic Blue Waters. They agreed to the \$10,000 terms. The draft water purchase agreement is sent to legal to work on. Their 12 million gallon ship will take 30 hours to fill. This works with water delivery rate we have.

### **BOTTLED WATER**

Negotiations with the group out of Costa Rica. They are looking for a water source where the water is not taken from another use. Our water is high quality and carbon neutral. The bottles they will use decompose to paraffin wax at the end of their shelf life. This group is interested in coming and they have investors lined up. They will bottle here. Our water has the perfect PH of 6.9 which is ideal for high end coffee, tea, and water.

### **BULK ROCK**

Need to figure out what to do with 16b, 19, and 20. 19 is currently leased to Fortress of the Bear on a short term basis.

### **ADMINISTRATION BUILDING**

Invitation to bid on the Administration Building has missed the last few Assembly meetings. Brian Hansen is aware that he has not been meeting the expectation of the GPIP Board. Hopefully he will have it up this next Assembly meeting.

### **GREEN & GOLD DISTRIBUTORS**

City executed a contract. It is signed.

The \$100,000 transfer of funds from the raw water fund to the electrical fund was approved by the Assembly. Current Consultant are going over design assumptions now.

**G. Persons to Be Heard – none**

**I. New Business**

**1. Silver Bay Seafoods Lot 9c Lease Request**

Request from Silver Bay Seafoods to lease 10,000 square feet for camper trailers. We have done this for the past four years. It is a good short term lease.

**MOTION:** Bevan/Jones Motion to accept Silver Bay Seafoods lease proposal.

**ACTION:** Motion Passed 4/0

Yes: 4 – Bevan, Wagner, Jones, Finkenbinder

No: 0

Wayne Unger recused.

**2. Trident Seafoods Inc. Lot 6 Lease Request**

Requesting a portion of lot 6 to store fishing gear.

John Webby (telephone) looked at property as reassessed no issues with assessed value. Contention is that 9% is higher than they are used to seeing in like type situations & cities. Proposal to do 3 year lease with 3 year option for \$10,000 a year. Usage for storage of fishing gear.

Questions were asked by board members about if they are going to create jobs here with their use of that property and who will move the equipment. Mr. Webby answered that they plan to use local contractors to move equipment and a foray for Trident Seafoods to move into Sitka. Fishermen will spend more time and money in Sitka if they have facilities to support them.

Mr. Bevan does not support a 38% increase in rates. He thanked Trident for their interest in the industrial park and for the data points from other communities. His concern it that too much of the site will be used for storing fishing equipment. He agrees at 3 years, no extensions or options to purchase. If they put up a fence, it should not affect Michelle at Bike and Hike at all.

**MOTION: M/S Bevan/Jones** Moved to recommend the City and Borough of Sitka Assembly lease 34,860 square feet of Lot 6 to Trident Seafoods for a term of 3 years at a rate of \$14,120.00 annually, with no buying option and no extension.

Discussion:

- Mr. White, potential water bottling operation is interested in the property.
- Unsure of tying up property for 3 years.
- Marine services does includes storage of equipment.
- Depends what they will store for long term, seine skiffs and nets.

**FRIENDLY AMENDMENT:** Finkenbinder change it to a two year lease.

Bevan and Jones think three years is the correct term, friendly amendment not accepted.

**ACTION: Motion PASSED 5/0**

Yes: 5 – Finkenbinder, Jones, Bevan, Wagner, Unger.

No: 0

## **H. Unfinished Business**

### **1. GPIP Strategic Plan**

- Mr. White is working of getting the maps to the board. Remove the sign from Lot 23. Lot 6 easement, the fire line is dead. Clearing up any easement issues and will get new subdivision map. City has a map of the utilities and electrical.
- Starting to run out of property. Sawmill farm will get cleaned up and then that property will be available after the lien is released. The idea is to run out of land.
- South Korean group interested in doing a fish meal plant in Sitka. In contact with different fish processors, but are looking for a different kind of fish.
- How do we end this Board's existence? Average timeline is 20 years and 80% of development is from existing industry.
- Mr. Jones is in favor of a Marine Services Center. Get an outside company to manage the park.
- We need a crane on the dock. Need to find money for it.
- It would be nice to provide facilities – restrooms and showers.
- Mr. Bevan suggested closing the gate at night for safety.

## **J. Adjournment: M/S Bevan/Finkenbinder moved to adjourn the meeting at 4:05pm**



Tuesday, June 26, 2018

MEMORANDUM

TO: GPIP Board of Directors

FROM: Garry White, Director

SUBJECT: Gary Paxton Industrial Park (GPIP) Management Report

**1. GPIP Port Planning/Feasibility Study**

The CBS commissioned a planning/feasibility study with Northern Economics (NE) to determine potential market demand for a large vessel moorage facility, a vessel haul out facility, and potential uses and location of a deep-water dock. The CBS worked with NE over the fall and winter of 2013/2014, taking input from the community and helping to provide potential market demand opportunities. Funding for the planning/feasibility study came from a \$487k Federal appropriation for the GPIP waterfront development

Northern Economics provided a preliminary screening-level feasibility assessment and planning study to the CBS in March 2014, which can be view on the [www.sawmillcove.com](http://www.sawmillcove.com) website.

**2. Construction of a multipurpose dock at GPIP.**

The dock project is moving along fine. The contractors purchased the 250' by 74' barge in the winter of 2016. The barge was located in Tacoma, WA through the winter and spring to complete in-water work. The barge went through various remodeling, including pouring of the concrete deck to support freight traffic. The barge was hauled to the Ketchikan Shipyard and was in dry dock at Vigor Shipyards to complete epoxy coating work on the exterior of the barge. The barge was brought to the GPIP in September. Turnagain Marine acquired the Army Corps permits in early October. Turnagain has removed old APC infrastructure in the water. Turnagain has installed dolphins to hold the dock in place. (11/20/2017)

The GPIP Dock has been fastened to the installed dolphins, the transfer bridge (ramp) has been installed, and the barge has been ballasted with fresh water. Turnagain Marine is nearly complete with the project. (12/11/2017)

The GPIP Dock is near completion.

- A landline phone needs to be installed to meet the fire safety requirements.
- A tariff schedule for the dock has been approved by the Board and Assembly and has been posted on the CBS and [www.sawmillcove.com](http://www.sawmillcove.com).
- The CBS IT Department is working on installing a security camera system

- A Berthing Application has been developed.

The Dock is open for public use. (04/17/2018)

### **3. Marine Services Industries at the GPIIP.**

The GPIIP Director is researching the marine industry in SE Alaska and looking for opportunities for marine service industries that would fit well with the GPIIP assets. Research is also being completed to identify funding sources for marine service industries infrastructure. (03/23/15)

The Assembly approved funding in June for the design, engineering, and permitting of an access ramp to support the marine services sector at the park.

The CBS entered into a lease with Northline Seafoods LLC to install an access ramp to accommodate hauling barges on the northern portion of Lot 9a of the waterfront. The CBS is working with Northline Seafoods to ensure the ramp can be modified in the future to accommodate multiple uses. (08/01/2017)

Northline Seafoods has completed its ramp on lot 9a. Northline is working on constructing a dead man anchor system to haul out barges. (12/11/2017)

Northline Seafoods successfully hauled its barge via its ramp.

Lots 9A, 15, and the Water Access easement has been cleared of debris and graded flat.

The CBS is moving forward with design, engineering and permitting of an access ramp to support the marine service sector. (03/27/2018)

### **4. Bulk Water**

The Director continues to work with entities interested in the export of Sitka's water. (05/08/2018)

### **5. Bottled Water**

The Director continues to receive inquiries for bottled water. The Director has recently had conversations with entities from China and Costa Rica. (05/08/2018)

### **6. GPIIP Property Marketing**

Detailed profiles of GPIIP properties have been developed and approved by the Board. The profiles have been placed on the GPIIP website at [www.sawmillcove.com](http://www.sawmillcove.com) and will be used for other marketing opportunities.

Marketing materials have been updated on the [www.sawmillcove.com](http://www.sawmillcove.com) website and hard copy to reflect recent sale of property. (03/02/2015)

The sawmillcove.com website has been updated. Property marketing is still the focus of the website. **(05/31/2017)**

## **7. Blue Lake Dam Expansion Project**

The Blue Lake Dam Expansion Project has been completed. Evacuated rock from the project is still being stored on park property. Rock needs to be removed from the property for economic development to continue on the site. The CBS is still working on a solution. **(05/12/2015)**

The CBS Electrical Department intends to release a request for proposals of entities interested in purchasing rock stored at GPIIP. **(06/29/2015)**

The CBS Electrical Department has recently investigated several plans to remove rock from the property. **(09/22/2015)**

Rock is actively leaving the park via contracts between the CBS Electric Department and various entities. **(07/11/2016)**

The Director is currently working with various groups to continue to remove rock from the industrial site and bring the industrial site condition back to leasable condition. **(05/31/2017)**

The CBS Electric Department reports that a contractor has purchase all the remaining rock left in the GPIIP. The rock will be barged out of the park for use in a private waterfront development. The contractor anticipates that all rock will be removed from the park by the end of the calendar year. **(08/01/2017)**

A majority of the rock in the park has been removed. Rock remains on lots 15, 16b, 19, and 20. **(10/16/2017)**

More rock has left the park. Rock only remains on lots 16b, 19, & 20. The Assembly has approved funding to clean up the waterfront and interior lots to bring back to a usable state. **(01/18/2018)**

## **8. Hazard Risk Mitigation**

Due to the August 18, 2015 landslide that occurred at the GPIIP, the CBS is assessing its risk to allow occupancy of municipal owned property. The CBS Attorney is developing waiver language for current and future lessees of the property for day use only. The Attorney is additionally investigating the potential to lease properties to entities that wish to lease the property for overnight housing. **(04/12/2016)**

The CBS has hired a consultant to complete hazard risk assessment of the property surrounding the GPIIP properties. A written assessment is expected this summer. **(07/11/2016)**

CBS Administration has determined that the liability risk of allowing the Administration Building to be occupied is too great due to landslide risk and have terminated all leases in the building effective 9/30/2016. **(08/05/2016)**



9. The GPIIP Board met over the winter and spring to develop an updated strategic plan for the development of the industrial site. The Board approved the 2017 GPIIP Strategic Plan at its July 31<sup>st</sup> meeting. **(08/01/2017)**

A set of detailed maps that outlines property ownership, utilities, etc. is being finalized for Board approval. **(10/16/2017)**

10. The CBS Assembly agreed to a 99 years and increased the lease area for Fortress of the Bear. **(06/05/2017)**
11. The CBS Assembly agreed to accept the insurance settlement on the damaged Administration Building. **(06/05/2017)**
12. The CBS Assembly agreed to lease lot 9a to Northline Seafoods for a 24-month term and lease with option to purchase for lot 4 at its July 11 meeting. **(07/24/2017)**
13. The RFP for the Administration Building has been released. The RFP closes on 9/19/2017. **(07/24/2017)**

The CBS did not receive any proposals to purchase the Administration Building. **(10/16/2017)**

The GPIIP Board intends to release an invitation to bid or similar process to sell the building. **(01/18/2018)**

The Administration Building Invitation to Bid document is awaiting legal review before Assembly consideration. **(03/27/2018)**

14. The CBS Assembly has approved funding to clean up the Sawmill Farm site. **(01/18/2018)**



# **Gary Paxton Industrial Park (GPIP)**

## **Strategic Plan**

Adopted by the GPIP Board  
July 31, 2017

### **Introduction**

The GPIP Board developed this Strategic Plan at planning sessions held in Winter/Spring of 2017. The GPIP Board recognizes that multi-purpose dock and future infrastructure improvements within the park will influence the future development of the site.

### **Guiding principles**

1. Preserve public access and marshalling areas to the waterfront, as it is the most commercially viable waterfront left in Sitka.
2. Make lease, buy/sell or other land use decisions based on the mission of the Park – to create family wage jobs for Sitkans in a financially responsible manner.
3. Consistent with principles 1 & 2, identify and create a positive cash flows to the City from the operation of the Park.

### **Plan Priority Items**

The GPIP Board plans to address the following items. (Items are listed in random order)

❖ **Develop a Port Facility to accommodate the Maritime Industry.**

- Continue with development of multi-purpose dock.
- Develop a water access ramp in the northern portion of Lot 9A.
- Develop a tariff schedule to include fees for tideland and upland use.
- Designate and retain Lots 3, 7, 8, 9a, 9C, & 15 in public ownership, to be developed as uplands to support marine services sector and multi-purpose dock.
- Designate and promote Lot 6 for future private or public development to support maritime industry.
- Designate and utilize Lot 9b to support management of port facility.
- Research Utility Dock and adjacent uplands for further re-purpose or sale.
- Research additional development opportunities for tidelands seaward of GPIIP Uplands.
- Research if existing dolphins in the tidelands can be useful or need to be removed.
- Develop a marketing plan that presents the park to local, regional and national markets with a web-based advertising program, supplemented with other media as appropriate.
- Determine the MARSEC rules for fencing at the GPIIP.

❖ **Develop and Market remaining uplands outside of Port Facility**

- Advertise to sell or lease Lots 17, 16b, 19 and 20 in the industrial park.
- Establish access point for Lots 19 and 20.
- Release RFP for sale of the Administration Building lot.
- Remove area of GPIIP sign from Administration Building lot.
- Dispose of remaining rock at GPIIP by bringing interested parties together for discussion.

❖ **Market Sitka's Water Export Asset to the world**

- Continue to work with potential partners in exporting Sitka's water in Bulk.
- Continue to work with potential partners that wish to establish water bottling facilities in Sitka.
  - Identify property in vicinity of the park to locate water bottling facilities.
- Continue to research and track water export ventures around the globe.

- Investigate alternative methods of marketing water and water purchase agreements.
- Investigate additional infrastructure needed to transport, load, and off load water.

❖ **Research the development of a rock quarry in the Sawmill Cove vicinity.**

*This quarry would generate revenue for the City as well as provide less expensive rock for use on Park projects.*

- Market Lot 1 / blk 2 as a rock source and Lot 3 / blk3 as possible rock source.

❖ **Continue to pursue the development of a private marina in Herring Cove.**

❖ **Develop Exit Strategy for existing GPIIP Development Board.**

- Research different management concepts and entities.



329 Harbor Drive, Suite 212  
Sitka, AK 99835  
Phone: 907-747-2660

Monday, June 25<sup>th</sup>, 2018

MEMORANDUM

To: Mark Gorman – CBS Administrator

From: Garry White, Director

Subject: GPIIP Access Ramp Project

**Introduction**

The Gary Paxton Industrial Park (GPIIP) Enterprise fund has \$40,000 allocated for design, engineering, and permitting of an access ramp at the GPIIP to support the marine services industry.

The CBS has hired PND Engineering Juneau to complete the work.

Representatives from PND will be in Sitka on June 28<sup>th</sup> to investigate potential locations for the access ramp, meet with potential stakeholders, and discuss future plans for the ramp and development of the GPIIP with the GPIIP Board.

**Action**

GPIIP Board discussion and recommendations on Access Ramp.



329 Harbor Drive, Suite 212  
Sitka, AK 99835  
Phone: 907-747-2660

Monday, June 25, 2018

MEMORANDUM

To: Gary Paxton Industrial Park (GPIP) Board of Directors  
From: Garry White, Director  
Subject: GPIP Tariff Schedule

**Introduction**

The Gary Paxton Industrial Park (GPIP) Board of Directors recommended and the City and Borough of Sitka Assembly approved the attached Gary Paxton Industrial Park Port Tariff #1 in February 2018. The GPIP Board discussed the need to monitor the fee schedule and to adjust if need be over time.

Based off conversations with users of the facility, the Director is proposing some adjustments to the fee schedule.

**GPIP Port Tariff**

A Port Tariff is a document filed with the Federal Maritime Commission (FMC) that contains published charges, rules, and requirements of the port. The Port Tariff is an implied contract that allows for rapid arrangements without the need for complicated agreements for use of the facility.

The attached Gary Paxton Industrial Park Port Tariff #1 was drafted, with input by the GPIP Director and GPIP Board, by Parrish, Blessing, & Associates Inc. (PBA), a regulatory and economics consulting firm from Anchorage. PBA has experience if port tariff development having worked with the Port of Alaska (formerly port of Anchorage) on its port tariff development and financial management.

The GPIP Port is a “landlord” Port, which means that the GPIP will charge users for real estate and dock use and are responsible for maintenance, management and upkeep. The GPIP Port Tariff covers all properties of the GPIP uplands and tidelands.

The GPIP Port Tariff covers general rules and regulations for use of the port. Additionally, the tariff covers the schedule of charges for use of the port, including docking, wharfage, etc...

## **Proposed Adjustments to the GPIP Port Tariff**

Below are the proposed changes:

### **Dockage**

#### **1. Section 2 Definitions and Schedule of Charges – Item 200 Dockage (j)**

Propose to add a Dockage Rate to allow for incidental use of the dock.

<u>Vessel Length (feet)</u>	<u>Dockage Rate (in Dollars)</u>
0 - 200 feet	\$25/hour for up to 4 hours (>4 hours goes to full daily rate)

### **Wharfage**

#### **2. Section 2 Definitions and Schedule of Charges – Item 220 Minimum Charges**

Wharfage minimum charge - \$35

#### **3. Section 2 Definitions and Schedule of Charges – Item 254 Seine Skiffs**

Propose to add a Wharfage rate to allow for the movement of Seine Skiffs.

<u>Commodity</u>	<u>Wharfage Rate (in Dollars)</u>
Item 254 Seine Skiffs	\$35/Skiff

#### **4. Section 2 Definitions and Schedule of Charges – Item 255 Electrical Charges**

<u>Commodity</u>	<u>Wharfage Rate (in Dollars)</u>
Item 255 30 Amp	\$8.00/day
Item 255 50 Amp	\$15/day
Item 255 100 Amp	\$20/4 hours

### **Action**

- GPIP Board discussion and recommendation of adjustment to GPIP Port Tariff #1.

*Effective*



**GARY PAXTON INDUSTRIAL PARK PORT TARIFF  
OPERATED BY THE CITY AND BOROUGH OF SITKA, ALASKA**

**FMC TARIFF NO. 1**

**NAMING RATES, CHARGES, RULES AND REGULATIONS**

~For~

**Wharfage Dockage and Storage**

**At**

**The Port of Sitka, Alaska**

ISSUED BY:

PORT OF SITKA  
SITKA, ALASKA

Published as

Gary Paxton Industrial Park Port Terminal Tariff FMC No. 1  
By: Parrish Blessing and Associates, Inc.  
1415 P Street  
Anchorage, Alaska 99501

Keith Brady, Municipal Administrator  
100 Lincoln Street  
Sitka, Alaska 99835  
Phone: (907)747-1808  
Keith.brady@cityofsitka.com



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**CHECK SHEET FOR TARIFF REVISIONS**

Changes in this tariff will be supplied from time to time in loose-leaf form. Upon receipt of revised or additional pages, correction numbers appearing at the bottom left margin of each such page should be checked off against correction number listed below. If all corrections are correctly checked on receipt, checks should be consecutive with no omissions. Should interruption in sequence be noted, a request for missing corrections may be directed to the issuing office.

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ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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<b>EXPLANATION OF ABBREVIATIONS AND SYMBOLS</b>			
<b>ABBREVIATIONS APPEARING IN TARIFF</b>			
B.M.	Board Measure	Min.	Minimum
Bbl.	Barrel	Misc.	Miscellaneous
Bdl.	Bundle	M.T.	Cubic Ton of 40 Cu. Ft.
C.L.	Carload	No.	Number
Cs.	Case	N.O.S.	Not Otherwise Specified herein
Crt	Crate	Par.	Paragraph
Ctn	Carton	Pig.	Package
Cu.Ft.	Cubic Foot or Feet	Port	Port of Sitka
Dkg.	Dockage	S.U.	Set-Up
Ea.	Each	Sq.Ft.	Square Foot or Feet
F.F.	Folded Flat	Stg.	Storage
F.M.C.	Federal Maritime Commission	Term'l.	Terminal
Gals.	Gallons	Unldg.	Unloading
Hdlg.	Handling	US	United States of America. Inc.
	Incorporated	USCG	United States Coast Guard K.D.
	Knocked Down	W.T.	Weight ton of 2000 pounds
K.D.F.	Knocked Down Flat	W/M	Weight ton of 2000 pounds or cubic ton of 40 cu. Ft.
Lb.	Pound	W.R.	Warehouse Receipt
L.C.L.	Less Than Carload	Wt.	Weight
Ldg.	Loading	Yd.	Yard
Lgth.	Length	Viz.	Videlicet (examples, lists)
M.B.M.	1000 Ft. Board Measure		
Meas.	Measurement		
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska			

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**EXPLANATION OF ABBREVIATIONS AND SYMBOLS**

**SYMBOLS APPEARING IN TARIFF**

The following symbols will be used for the purpose indicated only, and will not be used for any other purpose in this tariff.

- (A) New or Added Matter
- (+) Increase
- (-) Reduction
- (C) Change, neither increase nor reduction
- (R) Indicates that item or rule has been revised
- (\*\*) Cancelled or eliminated

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<b>SECTION 1 GENERAL RULES AND REGULATIONS</b>		
<b>ITEM 100 <u>NOTICE TO PUBLIC</u></b>		
<p>The Port of Sitka is a Non-Operating Port and is owned by the City and Borough of Sitka. This tariff is published and filed as required by Federal Maritime Commission law and is, therefore, notice to the public, shippers, consignees and carriers, that the rates, rules and charges apply to all traffic without specific notice, quotation or arrangement.</p>		
<b>ITEM 100 <u>APPLICATION OF TARIFF</u></b>		
(a) GENERAL APPLICATION OF TARIFF:		
<p>Rates, charges, rules and regulations provided in this tariff will apply only to merchandise received at or shipped from the facilities or properties operated under the jurisdiction and control of the Port of Sitka, and specifically to City and Borough Terminals, appurtenant structures thereto and waterways under the management of the Port Director, City and Borough of Sitka. Vessel charges and assessments provided in this tariff are applicable to all vessels, self-propelled or other than self-propelled, when such vessels are provided with dockage services or other vessel services named in this tariff.</p>		
(b) TARIFF EFFECTIVE:		
<p>The rates, charges, rules and regulations named in this tariff, additions, revisions, or supplements thereto shall apply on all freight received at facilities subject to this tariff on and after revisions, or supplements, thereto. Unless otherwise specified, all transit freight received at terminals and undelivered prior to effective dates of tariff, revisions, or supplements thereto, shall be charged the rates in effect on the date such freight was received until entire lot or shipment has been withdrawn.</p> <p>Except as otherwise provided in this section, the rates, rules and regulations published in other sections of this tariff apply to vessels, shippers, (and) consignees of Bulk Petroleum Products.</p>		
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ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		

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<b><u>APPLICATION OF TARIFF (Continued)</u></b>		
<p>(c) ACCEPTANCE OF TARIFF:</p> <p>Use of wharves and facilities shall be deemed an acceptance of this tariff and the terms and conditions named therein.</p>		
<p>(d) RESERVATIONS OF AGREEMENT RIGHTS</p> <p>Right is reserved by the Port of Sitka to enter into agreement with carriers, shippers, consignees and/or their agents concerning rates and services, providing such agreements are consistent with existing local, state and national law governing the civil and business relations of all parties concerned.</p>		
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		



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**SECTION 1 GENERAL RULES AND REGULATIONS**

**ITEM 105 APPLICATION OF RATES**

(a) Except as otherwise provided, rates apply per 2,000 lbs., or per 40 Cu.Ft. as rated by ocean carrier, or per M.B.M., or 42 gal. per bbl. of bulk petroleum products corrected to 60° Fahrenheit, or 376 lbs. per bbl. of bulk cement.

(b) **RATES ARE SPECIFIC:**

Rates provided for commodities herein are specific and may not be applied by analogy. If rates are not provided for specific commodities, rates to be applied are those established for "Freight N.O.S."

(c) **PREFERENTIAL USER AGREEMENTS (PUA)**

The Port of Sitka reserves the right to negotiate preferential user rates and terms (i.e. a reduced charge for dockage, wharfage, and real estate) with requesting users who agree to provide profitable long-term business arrangements with the Port, at rates, terms and conditions consistent with policies set by the Port and City and Borough of Sitka.

NOTE: There is no requirement for PUAs to be standardized, beyond those requirements mandated in Municipal Code to be so. Rather, terms and conditions will be tailored to each individual applicant.

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**SECTION 1 GENERAL RULES AND REGULATIONS**

**ITEM 110 INSURANCE**

(a) Rates named in this tariff do not include insurance of any kind.

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**SECTION 1 GENERAL RULES AND REGULATIONS**

**ITEM 115 METHOD OF PAYMENT AND PENALTIES**

(a) **RESPONSIBILITY FOR CHARGES, PAYMENT TERMS:**

All charges for services rendered by the Port of Sitka or for the use of terminal facilities shall be billed in arrears and payable 30 days from invoice date arrears of such services or use, as follows:

1. For all charges to the vessel, from its owners or agents before a vessel commences it's loading or discharging.
2. For all charges to the cargo, from a vessel owner, charterer, shipper or consignee before the cargo leaves the custody of the terminal.
3. For all charges on perishable goods or freight of doubtful value, or household goods.

(b) **COMPLIANCE WITH CONDITIONS OF BERTH RESERVATION:**

Use of Port facilities and services shall comply with the Conditions of Berthing set forth in the Supplement to the Vessel Berthing Application as published by the Port.

(c) **PENALTY CHARGES ON DELINQUENT ACCOUNTS:**

All invoices will be declared delinquent thirty days after the date of the invoice and, as such, will be charged a penalty charge of \$25.00 per month for each additional thirty day period in which the invoice is past due or not fully paid, up to a maximum penalty of \$250.00. All extra expense, including legal expense, litigation cost, or costs of agents employed to affect collection shall also be assessed to, and payable to, such accounts.

ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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**SECTION 1 GENERAL RULES AND REGULATIONS**

**ITEM 120 LIABILITY FOR LOSS OR DAMAGE**

(a) **RESPONSIBILITY LIMITED:**

No persons other than employees or agents of the holder of an authorized Terminal Operator Permit shall be permitted to perform any services on the wharves or premises of the Port of Sitka, operated under the authority of the Port Commission of the Port of Sitka, except upon written authorization of the Port Director or their designee.

The Port of Sitka will not be responsible for any loss, damage, injury or death, including but not limited to, loss, damage, injury or death caused by earthquakes, tidal waves, fire, frost, heating, dampness, leakage, the elements, evaporation, natural shrinkage, wastage or decay, animals, rats, mice, or other rodents, moths, weevils, or other insects, leakage or discharge from sprinkler fire systems, collapse of building or equipment, or by floats, logs or pilings required in breasting vessels way from wharf, nor will it be liable for any loss, damage, injury or death or delay arising from insufficient notification or from war, insurrection, shortage of labor, combinations, riots or strikes of any person in its employ or in service of others or from any consequences arising herefrom, except, the Port of Sitka shall not be relived from liability for its own negligence.

(b) **HOLD HARMLESS AND INDEMNITY:**

Except for that portion resulting from the negligence of the Port of Sitka, if any, owners, shippers, consignees, and carriers shall indemnify, defend, save and hold the City and Borough of Sitka, Port of Sitka harmless from and against all charges, losses, damages, liabilities, expenses, causes of action, suits, claims, demands, or judgments of any nature whatsoever that may be incurred or rise from or grow out of use of Port of Sitka facilities.

ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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**SECTION 1 GENERAL RULES AND REGULATIONS**

**ITEM 125 RIGHTS OF TERMINAL**

(a) RIGHTS RESERVED:

Right is reserved by the Port of Sitka to furnish all equipment, supplies and materials and to perform all services in connection with the operation of terminals under rates and conditions named herein.

(b) RIGHT TO REFUSE FREIGHT:

Right is reserved by the Port of Sitka, without responsibility for demurrage, loss or damage attaching, to refuse to accept, receive, or unload, or to permit any vessel to discharge at Terminals or appurtenant premises:

1. Freight for which previous arrangements for space, receiving, unloading or handling have not been made by shipper, consignee or carrier.
2. Freight deemed extra offensive, perishable or hazardous.
3. Freight, the value of which may be determined as less than the probable terminal charges.
4. Freight, not packed in packages or containers suitable for standing the ordinary handling incident to its transportation. Such freight, however, may be repacked or reconditioned at the discretion of the Port of Sitka and all expense, loss or damage incident thereto shall be for the account of the shipper, consignee, owner, or carrier.

(c) RIGHT TO REMOVE, TRANSFER OR WAREHOUSE FREIGHT:

Hazardous or offensive freight which by its nature is liable to damage other freight, may be immediately removed to other locations or receptacles with all expense and risk for loss or damage for the account of the owner, shipper, agent or consignee.

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ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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**RIGHTS OF TERMINAL (Continued)**

Freight remaining after the sailing of a vessel may be piled or re-piled to make space, transferred to other locations or receptacles or removed to public or private warehouse with all expense and risk of loss or damage for account of the owner, shipper, consignee, agent, or carrier as responsibility may appear.

This provision is subject to Item 120 (b)

(d) **RIGHT TO WITHHOLD DELIVER OF FREIGHT:**

Right is reserved by the Port of Sitka to withhold delivery of freight until all accrued terminal charges and/or advances against said freight have been paid in full. At the Port Director's discretion, any or all of such freight may be placed in public or private warehouse with all cost of removal and subsequent handling and storage for the account of the owner of the freight.

(e) **RIGHT TO SELL FOR UNPAID CHARGES:**

Freight on which unpaid terminal charges have accrued may be sold to satisfy such charges and costs, provided such sale has been publicly advertised. Freight of a perishable nature or of a nature liable to damage other freight may be sold at public or private sale without advertising, providing owner has been given proper notice to pay charges and to remove said freight and has neglected or failed to do so within a prescribed reasonable time.

(f) **EXPLOSIVES:**

The acceptance, handling or storage of explosives or excessively flammable material shall be subject to special arrangements with the Port Director and governed by rules and regulations of Federal, State and local authorities.

(g) **OWNERS RISK:**

All water craft if and when permitted by the Port Director or his authorized agent to be moored at wharves or alongside of vessels, are at owner's risk for loss or damage.

This provision is subject to Item 120(b).

ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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<b>ITEM 130 <u>SHIPPERS' REQUESTS AND COMPLAINTS</u></b>		
<p>Shipper requests and complaints may be made by any shipper by filing a written statement with the Port Director, Port of Sitka, 329 Harbor Drive, Suite 212, Sitka, Alaska 99835</p>		
<b>ITEM 131 <u>DEMURRAGE OR DELAYS</u></b>		
<p>In furnishing the service of vessel berth scheduling, no responsibility for any demurrage or delays whatsoever, on freight, will be assumed by the Port of Sitka.</p> <p>This provision is subject to Item 120(b).</p>		
<b>ITEM 135 <u>DELAYS - NO WAIVER OF CHARGES</u></b>		
<p>Delays which may be occasioned in loading, unloading, receiving or delivering freight as a result of equipment failure or breakdown or of combinations, riots or strikes of any persons or arising from any other cause not reasonably within the control of the Port of Sitka, will not excuse the owners, shippers, consignees or carriers of the freight from full wharf demurrage or other terminal charges or expenses which may be incurred under conditions stated herein.</p> <p>This provision is subject to Item 12(b).</p>		
<b>ITEM 140 <u>MANIFESTS REQUIRED OF VESSELS</u></b>		
<p>Masters, owners, terminal operators, agents or operators of freight vessels are required to furnish the Port of Sitka with complete copies of vessels' manifests showing names of consignees or consignors and the weights or measurements of all freight loaded or discharged at the facilities of the Port of Sitka. Such manifests must be certified as correct by an authorized official of the company and must also designate the basis weight or measurement on which ocean freight was assessed. In lieu of manifests, freight bills containing all information as required above may be accepted.</p>		
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		

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**ITEM 145 CLASSIFICATION OF TRAFFIC**

Coastwise Trade: All traffic between West Coast ports of the United States and Alaska. Inter-Coastal Trade: All traffic between ports of the United States, other than West Coast ports, and Alaska.

Intra-Alaska Trade: Traffic between points in Alaska.

Foreign Trade: All traffic between ports outside the United States of Alaska.

**ITEM 150 BERTHING**

The maximum vessel sizes that can berth at the face of the dock is a 30' beam by 150' long vessel with 440 US ton displacement and a berthing velocity normal to the dock of .71 knots with existing fender system.

Vessels over 150' up to a 100' beam by 400' long with a displacement of 22,000 US tons can be accepted at the face of dock with an approved fender system.

**ITEM 150 ENVIRONMENTAL PARAMETERS**

**Tidal Currents**  
Tidal currents for the Port generally vary from 2-4 knots. Extreme tidal currents in excess of 5 knots have been reported. Tidal current information is published and available from NOAA.

**Temperature**  
Temperatures at the Port generally range from 62 degrees Fahrenheit in the summer to 30 degrees Fahrenheit in the winter.

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**ENVIRONMENTAL PARAMETERS (Continued)**

**DEPTH OF WATER**

50' at the face of the dock.  
 30'-50' at the stern of the barge (left side facing out) Not sure how to designate the area.  
 20' at the interior small boat float.

**NOAA TIDE BENCHMARKS AT SITKA, ALASKA:**

**ELEVATION DATUM FOR THE PROJECT IS 0.0 FT MEAN LOWER LOW WATER (MLLW)**

- HIGHEST TIDE OBSERVED                    14.8 FT
- MEAN HIGHER HIGH WATER                9.9 FT
- MEAN HIGH WATER                         9.2 FT
- MEAN TIDE LEVEL                          5.3 FT
- MEAN LOW WATER                          1.5 FT
- MEAN LOWER LOW WATER                 0.0 FT
- LOWEST TIDE OBSERVED                   -4.1

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<b><u>ENVIRONMENTAL PARAMETERS (Continued)</u></b>		
<b><u>WINTER USE OF THE PORT</u></b>		
<p>The Port is open year round. However, extreme temperatures provide a number of challenges during the winter months. Machinery including fuel systems, cooling systems, winches, anchors, ballast water systems, and other auxiliary systems must be winterized and maintained in a state for use in the extreme environment. Tug assistance aids in mitigating these conditions.</p>		
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ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		

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<b><u>ENVIRONMENTAL PARAMETERS (Continued)</u></b>		
<b><u>SAFETY CABINETS AND BOLLARD SPECIFICATIONS</u></b>		
<b>DESIGN LOADS:</b>		
* ASCE 7-05 MIN DESIGN LOADS		
* ASCE 61-14 SEISMIC DESIGN OF PIERS AND WHARVES		
* UFC 4-159-03 DESIGN: MOORINGS		
DEAD LOAD    WEIGHT OF ALL CONSTRUCTION MATERIALS		
LIVE LOAD	FLOATING DOCK	400 PSF
	TRANSFER BRIDGE	125 PSF
	SMALL CRAFT FLOAT	50 PSF
	SMALL CRAFT GANGWAY	50 PSF
SNOW LOAD		50 PSF
WIND LOAD ON STRUCTURES		
	WIND SPEED, V	120 MPH 3-SEC GUST
	EXPOSURE CATEGORY	D
	IMPORTANCE FACTOR, LW	1
	TOPOGRAPHIC FACTOR, Kzt	1
	DIRECTION FACTOR	0.85
	GUST FACTOR, G	0.85
SEISMIC	ASCE 61-14 PERFORMANCE REQUIREMENTS = LOW	
	DESIGN EARTHQUAKE PER ASCE 7.05	
	LIFE SAFETY PROTECTION	
	SS = 0.834 g, S1=0.46g, Fa = 1.1, Fv= 2.4	
	SDS=0.611 g, SDI=0.742G	
	SEISMIC DESIGN CATEGORY	D
	SITE CLASS	E
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		

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<b>ITEM 160 <u>SAFETY, SANITATION AND HOUSEKEEPING</u></b>		
<p>(a) SAFETY AND SANITATION:</p> <p>Users/Operators of Port of Sitka facilities will be required to comply with all safety and sanitation rules applicable on structures and facilities of the Port of Sitka as required by federal, state and local law.</p>		
<p>(b) RESPONSIBILITY FOR HOUSEKEEPING:</p> <p>Users/Operators of Port of Sitka property will be required to maintain same in an orderly manner as directed by the Port Director. If User/Operator does not properly clean property used, the Port Director shall order the work performed and User/Operator will be billed at cost, including 15% overhead.</p>		
<p>(c) SMOKING PROHIBITED:</p> <p>No smoking shall be allowed on any wharf, pier or in any warehouse or transit shed except in approved areas specifically designated for that purpose. Persons violating this rule may be barred, at the discretion of the Port Director, from the further use of any wharf and, in addition, shall be subject to prosecution under applicable Federal, State and Municipal Laws.</p>		
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		

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**SECTION 1 GENERAL RULES AND REGULATIONS**

**ITEM 165 RESPONSIBILITY FOR PROPERTY DAMAGE**

Damaged Port property and facilities should be reported immediately to the Port Director. The initial reporting of damages should be communicated by the most expeditious means, followed in writing. Owners/operators damaging Port of Sitka property will be responsible for repairs. Should the repairs be undertaken by the Port of Sitka the owners/operators will be billed for repairs to damaged property at cost, including 15% overhead.

**ITEM 166 FACILITY USE AGREEMENT**

Private owners and business vendors/contractors desiring to use the GPIF facility to work on vessels owned by a third-party shall complete a facility use agreement with the port and pay appropriate fee before they begin work on vessel(s). The facility use agreement has specific provisions that address basic yard rules and regulations, boatyard user required best management practices, an agreement section addressing indemnify/hold harmless requirements and insurance requirements. The facility use agreement is available for review during normal business hours.

ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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**ITEM 170 BULK PETROLEUM PRODUCTS**

(a) APPLICATION OF TARIFF:

Except as otherwise provided in this section, the rates, rules and regulations published in other sections of this tariff apply to vessels, shippers, and consignees of Bulk Petroleum Products.

(b) CLEARING PETROLEUM LINES:

Shippers, consignees or vessels and persons in charge thereof are responsible for providing means to assure the proper flow of products. Shippers, consignees or vessels and persons in charge thereof will be responsible for clearing all petroleum products, other liquid products, compounds, and residues from lines located on or adjacent to the Petroleum Terminal after vessel completes loading or discharging unless otherwise authorized by the Port Director. In the event the Port of Sitka performs any of the above named services, any applicable costs will be billed to shipper, consignee or vessel at cost plus 15% overhead.

(c) REGULATIONS GOVERNING PETROLEUM PRODUCTS:

The transfer of bulk petroleum products shall be governed by applicable federal, state and local laws, regulations, permits and ordinances/regulations including Port of Sitka Bulk Petroleum Transfer Procedures Manual rules.

(d) HOUSEKEEPING:

Flammable liquids leaked or spilled on wharves shall be cleaned up immediately. Vessel operators or their agents shall remove temporary lines immediately upon completion of receipt or discharge of flammable liquids. Spillage from disconnected lines shall be the responsibility of the petroleum terminal operator, vessel owner/operator and/or their agents. All spills should be reported to the Port Director and regulatory authorities immediately.

(e) DEPARTURE AFTER LOADING OR DISCHARGING:

Any vessel after having discharged or loaded any petroleum product must immediately haul away from dock, pier or wharf and depart, unless otherwise authorized by the Port Director.

ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

**ITEM 175 DEFINITIONS - GENERAL**

- (a) "AFFREIGHTMENT": A contract of affreightment is one with a shipowner to hire his ship or part of it for the carriage of goods. Such a contract generally takes the form of a charter party or bill of lading.
- (b) "BEAM" means the greatest overall width of a vessel.
- (c) "BILL OF LADING" means a document by which the master of a ship acknowledges having received in good order and condition (or the reverse) certain specified goods consigned to him by some particular shipper, and binds himself to deliver them in similar condition - unless the perils of the sea, fire, or enemies prevent him - the consignees of the shipper at the point of destination on their paying him the stipulated freight.
- (d) "BULK CARGO" means cargo that is loaded and carried in bulk without mark or count in a loose unpackaged form, having homogeneous characteristics. Bulk cargo loaded into intermodal equipment, except LASH or Seabee barges, is subject to mark and count and is, therefore, subject to the requirements of this part.
- (e) "BUSINESS ENTITY" means a person, firm, association, organization, partnership, business trust, corporation, company, or any other business entity.
- (f) "CARLOADING OR UNLOADING" is the service performed to load cargo from wharf premises or other such terminal premises designated by the Port Director or his authorized representative to be used for such purposes, to or from railroad cars or trucks, trailers, semi-trailers from or to wharf premises or other terminal premises.
- (g) "COMMISSION" means the Federal Maritime Commission.
- (h) "CONSIGNEE" means the recipient of cargo from a shipper, individuals or business entities to whom a transported commodity is to be delivered.

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<b><u>DEFINITIONS – GENERAL (Continued)</u></b>		
<p>(i) freight-carrying unit designed to be transported by different modes of transportation and having construction, fittings, and fastenings able to withstand, without permanent distortion or additional exterior packaging or containment, the normal stresses that apply on continuous all-water and intermodal transportation. The term includes dry cargo, ventilated, insulated, refrigerated, flat rack, vehicle rack, liquid tank, and open-top containers without chassis, but does not include crates, boxes or pallets.</p> <p>(j) "DELINQUENT LIST" means the record of vessels, their owners or agents, or other users of the Port of Sitka who have failed to pay charges within sixty (60) days after date of invoice or who have not furnished proper cargo statements to the Port Director.</p> <p>(k) "DERELICT" means any watercraft moored or otherwise located within the Port which is forsaken, abandoned, deserted or whose owner fails to contact the Port Director within seven (7) days after written notice declaring the watercraft to be abandoned is attached to said watercraft.</p> <p>(l) "DIRECT LOADING OR UNLOADING" is the service accorded to cargo in transferring cargo by ship's tackle between ship and open top railroad cars, vehicles, pipeline, or water, raft, barge, lighter, or other waterborne vessels; or open top trucks, trailer beds or bodies, which are spotted within reach of ship's tackle or terminal's tackle.</p> <p>(m) "DOCKAGE" is the charge assessed to a vessel for docking at a wharf, dock, pier or other facility, or for mooring to a vessel so docked.</p> <p>(n) "DUNNAGE" means loose wood or other material used in a ship's hold for the protection of cargo and specified items approved by the Sitka Port Commission in Item 202.</p> <p>(o) "FLOATING DOCKS/FLOATS" means docks/floats equipped with or without gangways that are secured to the appurtenant to it for the use of small vessels.</p> <p>(p) "FOREIGN COMMERCE" means that commerce under the jurisdiction of the Foreign Commerce Act.</p> <p style="text-align: center;">(Continued on next page)</p>		
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		

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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

**DEFINITIONS – GENERAL (Continued)**

- (q) "FOREST PRODUCTS" means forest products including, but not limited to, lumber in bundles, rough timber, ties, poles, piling, laminated beams, bundled siding, bundled plywood, bundled core stock or veneers, bundled particle or fiber boards, bundled hardwood, wood pulp in unitized bales, paper and paper board in rolls or in pallet or skid-sized sheets, liquid or granular by-products derived from pulping and papermaking, and engineered wood products.
- (r) "GANGWAY" means a narrow, portable platform used as a passage by persons entering or leaving a vessel moored alongside a quay or pier.
- (s) "HANDLING" is the service accorded to cargo movement from end of ship's tackle or terminal's tackle to the first place of rest on the wharf or other terminal premises designated by the Port Director or his authorized representative to be used as the first place of rest, or from such first place of rest on the wharf or other such terminal premises to a place within reach of ship's tackle or terminal's tackle.
- (t) "HOLIDAYS": Whenever in this tariff reference is made to holidays the following days are included: New Year's Day, Martin Luther King Day, President's Day, Seward's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Day After Thanksgiving, Christmas Day, and every other day appointed by the President of the United States of America and/or the Governor of Alaska. In the event that one of the above mentioned holidays occurs on Saturday, the previous Friday will be considered a holiday for the purpose of this tariff. In the event that one of the above mentioned holidays occurs on Sunday, the following Monday will be considered a holiday for the purpose of this tariff.
- (u) "INDUSTRIAL PARK" means those parcels of real property adjacent to the Municipal Terminal which organizations with business interests at the Port may lease/rent from the Municipality.
- (v) "LADDER" means a metal, wooden or rope stairway.
- (w) "LOA" means the overall length of a watercraft measured from the most forward point at the Beam to the aftermost part of the stern of the watercraft, to include the motor.

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<b><u>DEFINITIONS – GENERAL (Continued)</u></b>		
<p>(x) "MANIFEST" means a detailed statement of a vessel's cargo, giving the bills of lading numbers, marks, number of packages, names of shipper, names of consignee, weight or total measurement of goods, rate of freight and where payable. Such a statement is sent by the owners or brokers at port of shipment to their agents at destination port.</p> <p>(y) "MOORING" means to secure a ship or vessel or any floating object in a particular place by weight, chain, rope, float, structure, or any appliance used for anchoring purposes by a watercraft which is not carried aboard a watercraft as part of it.</p> <p>(z) "MOTOR VEHICLE" means a wheeled vehicle whose primary purpose is ordinarily the non-commercial transportation of passengers, including an automobile, pickup truck, minivan, or sport utility vehicle.</p> <p>(aa) "CITY AND BOROUGH DOCK" means the concrete operating wharves and their associated facilities, such as cranes, transit shed and access trestles permanently affixed thereto.</p> <p>(bb) "CITY AND BOROUGH TERMINALS" means the Municipal Docks and all waterfront property as shown on page __ of this tariff, Transit Areas and their associated facilities, such as access roads, and the adjacent storage areas necessary to conduct normal day-to-day dock or cargo handling operations.</p> <p>(cc) "NON-OPERATING PORT" means a landlord port with all port facilities generally leased, rented or preferentially assigned with the lessee, rental permittee or assignee responsible for operating the facilities.</p> <p>(dd) "OPERATING PORTS" generally provide all port services except stevedoring with their own employees including, but not limited to, loading and unloading of rail cars and trucks and the operation of container terminals, grain elevators, and other bulk terminal operations.</p> <p>(ee) "LIMITED-OPERATING PORTS" lease facilities to others, but continue to operate one or more facilities with port employees. These operated facilities may be specialized terminals, such as grain elevators, bulk terminals, container terminals, etc.</p> <p style="text-align: center;">(Continued on next page)</p>		
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<p>(ff) "OVERSTOWAGE" means faulty loading, as when cargo for the second port of discharge is stowed above cargo for the first port and therefore the latter cannot be discharged at its destination.</p> <p>(gg) "POINT OF REST": Point of Rest is defined as that area on the terminal facility which is assigned for the receipt of inbound cargo from the vessel and from which inbound cargo may be delivered to the consignee and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.</p> <p>Note: Issued pursuant to F.M.C., Docket 875, General Order 15.</p> <p>(hh) "PORT" means a place at which a common carrier originates or terminates (by transshipment or otherwise) its actual ocean carriage of cargo or passengers as to any particular transportation movement.</p> <p>(ii) "PORT DIRECTOR" means the Director of the Port of Sitka or the Port Director's designee.</p> <p>(jj) "PORT FACILITIES" means all docks, floats, berths, wharves, and other landing, launching, mooring, cargo or other facilities located within the Port of Sitka.</p> <p>(kk) "PORT OF SITKA" means the Port of Sitka Subdivision as defined by plat number ____, sheets, exclusive of those areas which are within the exclusive jurisdiction of either the state or the United States.</p> <p style="text-align: center;">(Continued on next page)</p>		
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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

**DEFINITIONS – GENERAL (Continued)**

- (ll) "TERMINAL OPERATOR" means a person or company engaged in the United States or a commonwealth, territory, or possession thereof, in the business of furnishing wharfage, dock, warehouse or other terminal facilities or services in connection with a common carrier, or in connection with a common carrier and a water carrier subject to Subchapter II of Chapter 135 of Title 49, United States Code. A marine terminal operator includes, but is not limited to, terminals owned or operated by states and their political subdivisions; railroads who perform port terminal services not covered by their line haul rates; common carriers who perform port terminal services; and agents thereof who operate port terminal facilities.
  
- (mm) "TERMINAL OPERATOR PERMIT" is a permit issued by the City and Borough of Sitka for an agency/entity to perform one or more of the following marine related services or operations at the Port of Sitka: petroleum transfer operations; general cargo operations; dry bulk cargo operations; outloading of cargo from first place of rest within Port transit areas; vessel servicing; fish handling operations; and, passenger operations.
  
- (nn) "TRANSSHIPMENT" means the transfer of goods from the vessel stipulated in the contract of affreightment to another vessel before the place of destination has been reached.
  
- (oo) "VESSEL" means ships or crafts of all types, including but not limited to the following: motor ships, steam ships, canal boats, tugs, barges, sailing vessels, motor boats, and every structure adapted to be navigated from place to place for the transportation of property and persons by any means.
  
- (pp) "VESSEL OWNER" means the actual or registered owner, charterer, master, agent, person in navigational control or person responsible for the operation of the vessel.
  
- (qq) "WATERCRAFT" means any vessel, including but not limited to houseboats, floatplanes, waterborne aircraft, floats, scows, rafts, pile drivers, or any other floating structure adopted to be navigated from place to place, used for recreational, commercial, or other purpose upon the waterways within the Port or moored at any place within the Port.

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<p>(rr) "WHARFAGE" is the charge assessed against any freight, cargo, goods placed in a transit shed or on a wharf, or passing through, over or under a wharf or Municipal terminal; or transferred between vessels, or loaded to or unloaded from a vessel at a wharf, regardless of whether or not a wharf is used. Wharfage is solely the charge for use of wharf and does not include handling, sorting, piling of freight or charges for any other services.</p>		
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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

**ITEM 200 DOCKAGE**

(a) DOCKAGE:

Dockage is the charge assessed to a vessel for docking at a wharf, dock, pier or other facility, or for mooring to a vessel so docked.

(b) DOCKAGE PERIOD - HOW CALCULATED:

Dockage shall commence when a vessel's first line is made fast to a wharf, pier or other facility, or when a vessel is moored to another vessel so berthed and shall continue until such vessel is completely freed from and has vacated the berth. No deductions will be made for Sundays or holidays.

(c) BASIS FOR COMPUTING CHARGES:

Dockage charges will be assessed on the length-over-all of the vessel. Length-over-all shall be construed to mean the linear distance, expressed in feet, from the most forward point of the stem of the vessel to the aftermost part of the stern of the vessel, measured parallel to the baseline of the vessel.

For dockage billing purposes, length-over-all of the vessel as published in "Lloyd's Register of Shipping" will be used. If no such figure appears in "Lloyd's Register", the Port reserves the right to: (1) obtain the length-over-all from the vessel's register, or (2) measure the vessel.

(d) VESSEL DOCKED TO REPAIR, SHORE, OUTFIT OR FUMIGATE:

Full dockage will be charged if and when a vessel is permitted to make repairs or alterations, shore for special freight, outfit, store or fumigate while docked at wharf.

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**DOCKAGE (Continued)**

(e) **VESSELS REQUIRED TO OBTAIN ASSIGNMENTS/BERTHING RESERVATION:**

No vessel will be permitted to berth at a wharf or terminal facility of the without having first made written application for a berth assignment and without such an assignment having been granted. Berthing Applications are available from the Port of Sitka offices.

Application of berth assignments must be made as far in advance of the arrival of vessel as possible and must specify arrival and departure dates and the nature and quantity of the freight to be loaded or discharged.

(f) **BERTHING POLICY/BERTHING RESERVATION:**

A Terminal Operator Permittee may secure reserved dock space under the following conditions:

- (1) Provide the Port with a fully completed Berthing Application indicating berth and desired, scheduled dockside activities/services needed and timeframes/ date(s) requested.
- (2) Berthing Application and prepaid dockage must be received by the Port a minimum of 4 business days prior to anticipated vessel arrival. Applications will be processed on a first-come first-served basis.
- (3) Port will determine availability of berth, services, etc., and dates requested. Should berthing schedule conflicts be found between berthing applicants, the Port shall mediate a resolution which will attempt to minimize negative impacts on both (or all) parties?
- (4) Full dockage fees will be paid to the Port at the time of application for berthing reservation Prepaid dockage fees will be non-refundable unless a written cancellation is received by the Port a minimum of 24 hours prior to scheduled vessel arrival.

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**DOCKAGE (Continued)**

(5) When space is available, vessels with approved reservations may have a 24-hour grace window on either side of scheduled call/stay provided no other reservations have been received.

(6) Vessels that dock at berths without prior berthing application approvals do not have berthing privileges or priority and shall complete a berthing application immediately after docking.

(g) **VESSELS REQUIRED TO VACATE BERTHS:**

Vessels may occupy a berth, subject to charges named in Item 200, Section (j), providing such vessel shall vacate the berth upon demand by the Port Director or his authorized representative. Vessels refusing to vacate berth on demand may be moved by tug or otherwise, and any expenses or damages to vessel, other vessels or wharf structures during such removal shall be charged to the vessel so moved.

(h) **CHARGES ON VESSEL SHIFTING:**

When a vessel is shifted directly from one wharf (berth) to another wharf (berth) owned by the Port of Sitka, the total time at such berths will be considered together in computing the dockage charge.

(i) **CHARGES TO ASSISTING VESSELS:**

A single vessel, when actively engaged as a tug boat, assisting and made fast outboard of a vessel loading or discharging cargo, will be accorded free dockage. A tug boat leaving its tended vessel for any purpose shall waive its right to free dockage for the period of berthing it left its tended vessel until it secures back to its tended vessel.

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**DOCKAGE (Continued)**

(j) DOCKAGE RATES WILL BE ASSESSED AS FOLLOWS EXCEPT AS OTHERWISE PROVIDED.

<b>Vessel Length (feet)</b>	<b>DOCKAGE RATE In Dollars</b>					
	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>
0 – 50 feet – rate per foot	\$0.80	\$0.84	\$0.89	\$0.94	\$1.00	\$1.06
51 – 149 feet – rate per foot	\$1.00	\$1.06	\$1.12	\$1.19	\$1.26	\$1.34
150 - 199	\$396	\$420	\$445	\$472	\$500	\$530
200 - 299	\$592	\$628	\$665	\$705	\$747	\$792
300-399	\$922	\$998	\$998	\$998	\$998	\$998
400	\$1,175	\$1,272	\$1,272	\$1,272	\$1,272	\$1,272

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<p>Note 1: Half days shall not be considered in computing dockage. Dockage is assessed as follows:</p> <ul style="list-style-type: none"> <li>a. 24 hours or less shall be charged one full day's dockage.</li> <li>b. Over 12 hours, and not more than 24 hours, shall be charged one full day's dockage.</li> </ul> <p>(k) MONTHLY DOCKAGE RATES:</p> <p>Vessels employed solely in the business of providing tug service to vessels calling at the Port may make application to the Port Director for monthly dockage rates.</p> <p>4 Vessels accorded the monthly rate shall not be deemed to have been given any preferential berthing right and shall vacate any particular berth when ordered to do so by the Port Director.</p> <p>The monthly agreement may be revoked by the Port Director and terminated by the operator upon five days written notice.</p> <p style="text-align: center;">(Continued on next page)</p>		
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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

**ITEM 202 DUNNAGE**

(a) DEFINITION:

The specified items approved by the Sitka Port Commission for which no wharfage charge will be assessed on outbound containers carrying the specific dunnage items, for which wharfage was assessed on the inbound movement. The qualifying dunnage materials that are used strictly for the purpose of securing and protecting cargo are listed below:

- Bags, Horticultural, Growing Bags, bulk container, empty Bales of Cardboard
- Baskets
- Bins, necessary for the transportation of groceries, foodstuffs and/or department store merchandise
- Blankets, furniture
- Boxes, fiberboard, paper or pulpboard, used, collapsed
- Bread Trays
- Cans, Aluminum, empty, used
- Containers, bulk flour
- Containers, bulk liquid (Porta-feeds), used for transporting chemicals or paint, in bulk, capacity not to exceed 500 gallons each
- Cylinders
- Cribbing
- Cribs
- Dunnage, rubber, inflatable Dunnage, wooden Hampers, garment Hangers, garment
- Kegs, not exceeding 55 gallon capacity
- Load locks
- Material, not a part of the pallet, platform, skid or shipping container, used to protect top of
  - lading or to secure the load to the pallet, platform or shipping container
- Milk Baskets, Milk Crates
- Pads; i.e., packing, shipping, cotton or jute, old, used per Item 148700 of NMFC (Furniture Pads)
- Pallets

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**DUNNAGE**  
**(Continued)**

Pallets, Platforms or Skids, with or without standing or collapsible sides or ends, with or without top, and includes plastic or rubber liners used in conjunction therewith

- Platforms, Partitions or Dividers
- Racks
- Racks,
- Shoe
- Reels
- Skid
- s
- Spo
- ols
- Tote
- s

Note: the return provisions of dunnage will apply only when the returned articles have been assessed wharfage on inbound movement.

ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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<b>ITEM 210 <u>LOADING AND UNLOADING</u></b>		
Over 20 feet RATE (each per day)	<u>2018</u> \$6.15	<u>2019</u> \$6.52
	<u>2020</u> \$6.91	<u>2021</u> \$7.32
		<u>2022</u> \$7.76
(a) <b>DIRECT LOADING AND UNLOADING:</b> Direct loading or unloading is the service accorded to cargo in transferring cargo by ship's tackle or terminal's tackle between ship and open top railroad cars or water, raft, barge, lighter, or other waterborne vessels; or open top trucks, trailer beds or bodies, which are spotted within reach of ship's tackle or terminal's tackle. Cargo shall be subject to wharfage charges.		
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		

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<b>ITEM 212 <u>FREE TIME</u></b>		
<p>(a) <b>DEFINITION:</b>  The specified period during which cargo may occupy space assigned to it on Terminal property, free of wharfage, demurrage or terminal storage charges, immediately prior to the loading, or subsequent to the discharge, of such cargo on or off the vessel.</p> <p>(b) <b>COMPUTING FREE TIME:</b>  Free time starts the first 12:00 am after cargo is received or unloaded onto wharf from car or truck, or, in the case of cargo received from vessel, the first 12:00 am after completion of the vessel's discharge. On outbound traffic, the day or days vessel is loading are not included in the computation. On inbound traffic from vessel, delivery of which is made after the allotted free time period, the day freight is loaded out or delivered to truck or car is to be included in the computation as a storage day.</p> <p>When freight is transshipped between deep sea vessels and involves application of both a long and short time period, the longer period shall be allowed, but not the aggregate of any two free time periods.</p> <p>(c) <b>FREE TIME PERIOD:</b>  Free time of three (3) days will be allowed on all inbound traffic. Free time of three (3) days will be allowed on all outbound cargo. Subject to the discretion of the Port Director.</p>		
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska		



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<b>SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES</b>		
<b>ITEM 215 <u>TERMINAL OPERATOR PERMIT</u></b>		
<p>(a) <b>TERMINAL OPERATOR PERMITS:</b>  The services set forth in Item 215, Section (b) shall be provided by independent agents at the Port of Sitka under Terminal Operator Permits issued by the Sitka Port Commission. These permits are available to any qualified agent desiring to provide terminal services at the Port of Sitka and required by the Port of Sitka.</p> <p>A current list of the Terminal Operator Permit Holders operation at the Port of Sitka is on file at the Port of Sitka and available upon request.</p>		
<b>ITEM 220 <u>MINIMUM CHARGES</u></b>		
<p>Except as otherwise provided herein, where named services are performed, the minimum charge for any single shipment shall be:</p> <p style="text-align: center;">Wharfage: <span style="float: right;">\$75.00</span></p> <p style="text-align: center;">(Continued on next page)</p>		
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<b>ITEM 222 <u>PORT LABOR</u></b>		
(a)	<b>SUBJECT TO CHANGE:</b> The rates named in this tariff, revisions or supplements thereto, are based upon ordinary traffic and labor conditions. If and when these conditions change because of demand of labor for increased wages, strikes, congestions or other causes not reasonably within the control of the Port of Sitka, resulting in an increased cost of service, the rates are subject to change without notice.	
(b)	<b>OVERTIME:</b> Overtime work performed on Saturdays, Sundays, or Holidays or after 5:00 P.M., or before 8:00 A.M., Mondays through Fridays, or during meal periods as shown below:	
	06:00 A.M.	to 07:00 A.M.
	12:00 Noon	to 01:00 P.M.
	06:00 P.M.	to 07:00 P.M.
(c)	<b>STANDBY TIME:</b> Except as otherwise provided, when the Port of Sitka is required to order labor for a specific service, and through no fault or inability of the Port of Sitka, the work or service is not commenced, causing standby time to accrue, or when work or service after commencement is delayed through no fault of the Port of Sitka for periods of fifteen consecutive minutes or more, current man-hour rates or agent's actual labor rates, plus 15% will be assessed against the part for whom labor was ordered. In computing cost of man-hour time, less than 15 minutes will be considered no delay, but time of 15 minutes or more will be considered delay time and charges computed from cessation of work until resumption of work will be assessed in units of 15 minutes, except that no charge will be made for the final 15 minutes if work commences within the first seven minutes of such period.	
(d)	<b>MINIMUM LABOR HOURS:</b> When the Port of Sitka is required to furnish labor for a specific service and such service is completed before the expiration of the minimum time allowed under current labor working agreements and awards, the labor charges accruing after the specific service is completed and until the end of the minimum time allowed will be assessed at current man-hour rates plus 15% overhead.	
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<b><u>PORT LABOR (Continued)</u></b>		
<p>(e) <b>RATES APPLY WHEN NOT OTHERWISE PROVIDED:</b>  When services are performed by the Port of Sitka, its employees or agents, for which no specific rates are set forth in this tariff, or when reference is made to this item, charges for such services shall be at current man-hour rates, or agent's actual labor rates, plus 15% overhead, and the charge for any equipment used as set forth in Item 205. Charge for materials furnished in connection with said services will be assessed at actual cost to the Port of Sitka, plus 15%.</p>		
<p>(f) <b>LINE HANDLING:</b>  The Port of Sitka does not perform the services of line handling. Such service is arranged by and is for the account of the agents of the vessel or stevedore company handling the vessel.</p>		
<p>(g) <b>LONGSHORE MAN•HOUR RATES:</b>  Man-hour rates for longshore work are available from holders of valid stevedore companies.</p>		
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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

**ITEM 250 WHARFAGE**

- (a) Wharfage is the charge assessed against any freight, cargo, goods placed in a transit shed or on a wharf, or passing through, over or under a wharf or Municipal Terminal; or transferred between vessels, or loaded to or unloaded from a vessel at a wharf, regardless of whether or not a wharf is used. Wharfage is solely the charge for use of wharf and does not include handling, sorting, piling of freight or charges for any other
  
- (b) APPLICATION:  
 Wharfage rates named in this tariff will be charged for all merchandise received over the Municipal Docks or Municipal Terminal of the Port of Sitka and will be in addition to all other charges made under provisions of this tariff, EXCEPT:  
  
 No wharfage shall be charged to ship's gear, such as strongbacks, lines, hatch covers, walking boards, etc., placed on wharf during unloading operations. Fuel handled over wharf will not be considered as ship's stores and will be subject to wharfage and other charges that may be incurred.
  
- (c) OVERSIDE:  
 Full wharfage named herein will be charged to merchandise discharged or loaded overside of vessel directly to or from another vessel or to the water when vessel is berthed at wharf.
  
- (d) OVERSTOWED CARGO:  
 Overstowed cargo destined for discharging at another port will be exempt of wharfage charges, provided such cargo is immediately re-loaded to departure of the same vessel.
  
- (e) MINIMUM CHARGE:  
 See Item 220.
  
- (f) SCHEDULE OF RATES:  
 Except as otherwise specifically provided, rates are in cents per ton of 2000 lbs.
  
- (g) TRANSSHIPPED CARGO:  
 Transshipped cargo shall be taken as a single through movement and shall be included only one time for purposes of determining the wharfage rate.
  
- (h) SECURITY SURCHARGE:  
 Notwithstanding any other schedule of charges, the Port of Sitka shall assess a security surcharge of \$0.58 per ton for all commodities crossing the Port of Sitka.

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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

COMMODITY		WHARFAGE RATE In Dollars						
		<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
<b>ITEM 251</b>	<b>Aggregates</b>	Per ton	\$1.17	\$1.24	\$1.31	\$1.39	\$1.48	\$1.57
<b>ITEM 252</b>	<b>Freight, N.O.S</b>	Per ton	\$7.03	\$7.45	\$7.90	\$8.37	\$8.88	\$9.41
<b>ITEM 253</b>	<b>Fish</b>	Per ton	\$14.50	\$15.37	\$16.29	\$17.27	\$18.31	\$19.41
<b>ITEM 254</b>	<b>30 AMP</b>	Per day	\$8.00	\$8.48	\$8.98	\$9.52	\$10.09	\$10.70
<b>ITEM 254</b>	<b>100 AMP</b>	Per every 4 hours	\$20.00	\$21.20	\$22.47	\$23.82	\$25.25	\$26.76

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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

COMMODITY	WHARFAGE RATE In Dollars					
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<b>FUEL</b> Liquids, Petroleum or Petroleum Products, N.O.S., in bulk, discharged or loaded between mobile motor freight tank vehicles or railroad tank cars and vessel's tanks per gal.	\$1.58	\$1.67	\$1.78	\$1.88	\$1.99	\$2.11
NOTE 1: All petroleum transferring operations are subject to rules governing bulk petroleum products. See Item 170.						
<b>POWDER</b> Gun or Blasting; Blasting Cap; Dynamite; High Explosive, N.O.S.; Explosive Ammunition other than small arms Ammunition (See note)	\$1.75	\$1.86	\$1.97	\$2.08	\$2.21	\$2.34
NOTE 1: Written permission of the Port Director must be obtained prior to any movement of merchandise named in this Item over the Municipal Terminal facilities.						

ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska

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<b>SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES</b>						
<b>COMMODITY</b>	<b>WHARFAGE RATE In Dollars</b>					
	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>
<b>VANS OR CONTAINERS</b>						
Freight; rigid, non-disposable, dry cargo, insulated, refrigerated, flat rack, liquid tank, or open top container, with or without wheels or chassis attached, minimum dimensions 8 ft. wide and 20 ft. long, viz: containing merchandise, except containing powder, gun or blasting, or other articles as described in Item 264, under seal. (Subject to Notes 1 and 2)	\$3.51	\$3.72	\$3.94	\$4.18	\$4.43	\$4.70
Empties returning, each (Subject to Note 1)	\$1.17	\$1.24	\$1.31	\$1.39	\$1.48	\$1.57
NOTE 1: May include unit for refrigeration or heating of merchandise.						
NOTE 2: Charge applies to net weight of contents of vans or containers, inbound or outbound.						
<b>VEHICLES</b> and other articles, empty self-propelled or non-self-propelled, viz:						
Automobiles, including pickups with or without camper bodies attached, chassis,	\$1.17	\$1.24	\$1.31	\$1.39	\$1.48	\$1.57
Trailers, house or vacation; homes or buildings, mobile or modular, S.U.	\$9.36	\$9.92	\$10.52	\$11.15	\$11.82	\$12.53
Heavy Equipment including cranes, sanders, sweepers, graders, loaders, fork lifts,	\$12.87	\$13.64	\$14.46	\$15.33	\$16.25	\$17.22
ISSUED BY: Keith Brady, Municipal Administrator, Sitka, Alaska						

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**SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES**

<b>COMMODITY</b>	<b>WHARFAGE RATE</b>					
	<b>In Dollars</b>					
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Pursuant to the establishment of the Office of Homeland Security in 2001 and Maritime Transportation Security Act of 2002, the Port of Sitka will assess a security fee in order to defray expenses associated with mandated security measures.						
Heavy Equipment including cranes, sanders, sweepers, graders, loaders, fork lifts,	\$12.87	\$13.64	\$14.46	\$15.33	\$16.25	\$17.22
PORT FACILITY SECURITY FEES petroleum products. See Item 170.	\$0.68	\$0.72	\$0.76	\$0.81	\$0.86	\$0.91
<b>CARGO VESSELS</b>						
Notwithstanding any other schedule of charges, the Port of Sitka shall assess a security surcharge on <b>per ton</b> for all commodities crossing the Port of Sitka facilities.						
<b>NON-CARGO VESSELS</b>						
Notwithstanding any other schedule of charges, the Port of Sitka shall assess a security fee on the gross tons of all vessels calling at the Port facilities.	\$0.12	\$0.13	\$0.13	\$0.14	\$0.15	\$0.16
<b>PASSENGER</b>						
Notwithstanding any other schedule of charges, the Port of Sitka shall assess a security fee on per passenger embarking or disembarking at the Port facilities.	\$1.17	\$1.24	\$1.31	\$1.39	\$1.48	\$1.57

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