



City of Valdez

212 Chenega Ave.
Valdez, AK 99686

Meeting Agenda

Ports and Harbor Commission

Monday, December 3, 2018

7:00 PM

Council Chambers

Regular Meeting

REGULAR AGENDA - 7:00 PM

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC BUSINESS FROM THE FLOOR

IV. NEW BUSINESS

1. [#18-46 - Adopting Terminal Tariff No. 100-19 and Terminal Rules & Regulations for the Port of Valdez and Repealing Resolution No.18-03](#)

Attachments: [#18-46 - Adopting Terminal Tariff](#)
[Redlined 11082018 Tariff 100-18](#)
[Redlined Terminal Rules & Regulations](#)
[RES #18-03 1](#)

V. REPORTS

1. [Harbor Expansion Project Construction Report](#)

Attachments: [VNBH OCT 18 Report](#)

VI. COMMISSION BUSINESS FROM THE FLOOR

VII. ADJOURNMENT



Legislation Text

File #: RES 18-0046, **Version:** 1

ITEM TITLE:

#18-46 - Adopting Terminal Tariff No. 100-19 and Terminal Rules & Regulations for the Port of Valdez and Repealing Resolution No. 18-03

SUBMITTED BY: Jenessa Ables, Port Operations Manager

FISCAL NOTES:

Expenditure Required: N/A

Unencumbered Balance: N/A

Funding Source: N/A

RECOMMENDATION:

Approve Resolution 18-46, adopting Terminal Tariff No. 100-19 and Terminal Rules & Regulations for the Port of Valdez and repealing Resolution No. 18-03

SUMMARY STATEMENT:

On February 1, 2018 Port of Valdez Terminal Tariff 100-18, a completely overhauled version of prior Port tariffs, went into effect.

After operating under Tariff 100-18 for a year, Port staff has identified a few minor updates are necessary. Port staff has not proposed any changes to tariff rates, nor the corresponding Terminal Rules & Regulations document.

The Ports & Harbor Commission passed a recommendation to City Council to adopt the Port of Valdez Terminal Tariff No. 100-19 and Terminal Rules & Regulations during their regular meeting of December 3, 2018.

CITY OF VALDEZ, ALASKA

RESOLUTION #18-46

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, ADOPTING TERMINAL TARIFF NO. 100-19 AND TERMINAL RULES & REGULATIONS FOR THE PORT OF VALDEZ AND REPEALING RESOLUTION NO. 18-03

WHEREAS, the rules, regulations, and charges for the movement of cargo through the Port of Valdez are establish through the Port Tariff; and

WHEREAS, periodically the rules, regulations, and charges need to be adjusted to ensure effective management of the facilities; and

WHEREAS, the Port of Valdez has revised the tariff and established terminal rules and regulations under professional and legal consult;

WHEREAS, the Ports and Harbor Commission has reviewed tariff and terminal rules and regulations and recommends changes at this time; and

WHEREAS, Tariff No. 100-19 shall replace Tariff No. 100-18.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, that

Section 1. The attached Port of Valdez Terminal Tariff No. 100-19 shall govern the movement of cargo through the Port of Valdez

Section 2. The attached Terminal Rules & Regulations shall enhance the safety and security of the Port of Valdez

Section 3. Resolution No. 18-03 is hereby repealed.

Section 4. The effective date of Port of Valdez Terminal Tariff No. 100-19 shall be January 1, 2019.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this 18th day of December, 2018.

CITY OF VALDEZ, ALASKA

Jeremy O'Neil, Mayor

ATTEST:

Sheri L. Pierce, MMC, City Clerk



PORT OF VALDEZ
TERMINAL TARIFF NO. 100-~~1819~~
TERMINAL TARIFF FMC-NO. 100-~~1819~~
FILED UNDER ATFI RULES CANCELS AND REPLACES
PORT OF VALDEZ
TERMINAL TARIFF FMC NO. 100-~~1618~~

ISSUED BY

PORT OF VALDEZ
P.O. BOX ~~307787~~
VALDEZ, ALASKA 99686

NAMING
RULES, REGULATIONS, AND CHARGES
APPLICABLE TO THE MOVEMENT OF CARGO
THROUGH THE
PORT OF VALDEZ
AT
VALDEZ, ALASKA

PHONE: (907) 835-4564

FAX: (907) 835-4479

WEBSITE: www.ci.valdez.ak.us/port

APPROVED: ~~January 16, 2018~~ EFFECTIVE: ~~February 1, 2018~~

RESOLUTION: ~~15-54~~

FMC ORGANIZATION NUMBER 011898, CITY OF VALDEZ

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REVISIONS

Issued

February 1, 2018

Revision 1

Revision 2

Revision 3

Revision 4

Revision 5

Revision 6

Revision 7

Revision 8

Revision 9

Revision 10

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RULE: I – GENERAL INFORMATION

A. SCOPE: The rules, regulations, conditions, rates and/or charges set forth in this tariff shall include all facilities owned or managed by the City of Valdez, under the authority of the Port of Valdez and herein after referred to as the Port of Valdez. This tariff is supplemented by the Port of Valdez Terminal Rules and Regulations presently in effect.

B. APPLICABILITY: The rules, regulations, conditions, rates and/or charges set forth in this tariff shall apply to all vessels, agents, owners, masters, operators, truckers, contractors, suppliers, all other users and including natural persons, artificial persons, corporations, partnerships, organizations, associations, sovereigns, governments, nations, states, municipalities, their agents and instruments. Upon entry or docking at the terminal(s) by any person or vessel shall be regarded as constituting an agreement by such person or vessel to comply with the Port or Terminal Rules and Regulations. Persons entering the terminal shall do so at their own risk.

C. CONTACT- PORT OF VALDEZ, P.O. BOX 275, VALDEZ, AK 99686
(907) 835-4564

D. HOURS OF OPERATION: The facilities of the Port of Valdez operate 24 hours a day, 365 days per year. Administrative office hours are Monday thru Friday, 0830-1200 and 1300-1600 (8:30AM to 12:00 PM 1:00 PM to 4:00 PM) local time. The office is closed from 1200-1300 (12:00 PM to 1:00 PM) Monday thru Friday and on weekends. The Port reserves the right to close port facilities at its discretion for its convenience.

E. HOLIDAYS: For the purposes of this tariff, the following public holidays are observed by the Port of Valdez: New Year's Day, Martin Luther King Jr. Day, President's Day, Seward's Day, Memorial Day, Independence Day, Labor Day, Alaska Day, Veteran's Day, Thanksgiving Day and Christmas Day.

F. RIGHT TO ESTABLISH SUPPLEMENTAL CONTRACTS: The Port reserves the right to execute supplemental or separate contracts outside of this tariff, as approved by the Valdez City Council and subject to Federal Maritime Commission Rules, Regulations and Administrative procedures. Such contracts shall be consistent with the provisions of this tariff, however, where provisions of a separate contract differ, the terms and conditions of the contract shall supersede this tariff.

G. RIGHT TO ESTABLISH SUPPLEMENTAL RULES AND REGULATION: The Port of Valdez, through the Terminal Manager or designee, reserves the right to establish separate Terminal Rules and Regulations in addition to the provisions of this tariff which shall apply to all terminal(s) users and with the same authority and in the same manner as

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the tariff. Persons entering the Port of Valdez facilities shall constitute an agreement by such persons to comply with all Rules and Regulations of the Port of Valdez as published.

H. RIGHT OF FINAL DECISION: In the event of a dispute regarding any of the terms and conditions as stated in this tariff, supplemental rules and regulations or supplemental contracts, the decision of the Director of the Port of Valdez shall be final.

I. ADDITIONAL COMPLIANCE: Users of the Port of Valdez facilities are subject to federal, state and municipal regulations as applicable.

J. SECURITY: Users are advised that the maritime facilities of the Port of Valdez are subject to the federal security regulations under 33 CFR Part 105.

K. LICENSE REQUIREMENT: No business may be conducted on the terminal facilities associated with the Port of Valdez without a license issued by the Terminal Manager or designee and verification of business registration with the City of Valdez. License and permit fees are specified in the Rates and Charges section of this tariff.

RULE: II – ABBREVIATIONS, SYMBOLS, DEFINITIONS

~~A. ABBREVIATIONS: Abbreviations used in this tariff shall have the following meanings:~~

| | |
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| % — Per Cent | Lbs. — Pounds |
| BBL — Barrel | M — Thousand |
| BDL — Bundle | MBF — Thousand Board Feet |
| BDU — Bone Dry Unit | Meas. — Measurement |
| BF — Board Feet | NA — Not Applicable |
| CDC — Cargo Distribution Center | NOS — Not Otherwise Specified |
| CFS — Cargo Freight Station | OCP — Overland Common Point |
| Cu.Ft. — Cubic Feet | O.T. — Overtime |
| CWT — Hundredweight 100 lbs. | — Pkg. — Package |
| CY — Container Yard | — S.T. — Straight Time |
| FMC — Federal Maritime Commission | — SU — Set Up |
| K — One Thousand | — T — Ton, 2,000 pounds |
| KD — Knocked Down | — Viz. — Specifically or Namely |
| KG — Kilograms | — Wt. — Weight |
| KHW — Kilowatt Hour | |

~~B.A. DEFINITIONS.~~ The following terms as used in this tariff shall have the following meanings:

BERTH: Shall mean the area of water alongside a pier where a vessel is docked.

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DEMURRAGE – PIER STORAGE: Shall mean the charge assessed against cargo which remains on the pier after expiration of the free time allowed.

DOCK: Shall mean the docks comprised of the mooring area, apron, connecting ramps and immediate cargo handling area.

DOCKAGE: Shall mean the charge assessed vessels for docking at a wharf, pier, or for mooring to a vessel so docked, or for coming within a slip.

FREE TIME: Shall mean the specified number of days during which cargo may occupy space assigned to it on Port facilities without being subject to wharf demurrage or storage charges.

HANDLING: Shall mean the physical movement of cargo or persons as managed by personnel with or without mechanical means.

HANDLING CHARGE: Shall mean the charge assessed in performing loading or discharge of cargo between ship's tackle, or terminal's tackle, and place of rest on dock, truck, vessel or other conveyance.

HAZARDOUS CARGO: Shall mean any material as defined under 49 CFR Parts 171-179.

LICENSE: Shall mean a document issued by the Port Manager or designee granting permission to the licensee to conduct business on the facilities associated with the Port of Valdez.

LIVESTOCK: Shall mean any live animal such as cows, horses, sheep, goats, pigs, canines, caged birds and other creatures handled as cargo.

LONGSHOREMAN: Shall mean any person engaged in the handling of cargo.

MANIFEST: Shall mean any formal list of cargo loaded on or discharged from, or persons arriving on or embarking on a vessel including crew.

OVERALL: Shall mean the greatest distance between two points either above or below water.

OVERSIDE CARGO HANDLING: Shall mean shipments handled over the rail or deck edge of a vessel (overside) or vessels alongside dock where freight or cargo is transferred directly between vessels, but not using facilities of wharf in its transfer, or freight

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received by vessel or discharged into water, to barges, boats or other vessel, while vessel is berthed at dock.

PER DIEM: Shall mean a period of one day equivalent to 24 hours.

PIER: Shall mean the fixed structure along the water's edge to which a vessel may be tied up and moored.

SLIP: Shall mean a berth for smaller vessels.

STEVEDORE: Shall mean any management company or entity engaged in the management of the handling of cargo or passengers, on behalf of the vessel, at marine facilities.

TERMINAL: Shall mean all land, docks, piers, slips, wharves, ramps, piers bulkheads, dolphins, sea walls, buildings, warehouses, structures, ramps, roadways, and other infrastructure associated with the marine facilities owned by the City of Valdez.

TERMINAL MANAGER: Shall mean the Director of the Port of Valdez, or his/her designee.

TERMINAL OPERATOR: Shall mean a company or contractor permitted by the Port of Valdez to oversee and perform cargo and logistical services at terminal(s) as specified.

TON: Shall mean 2,000 pounds US.

VESSEL: Shall mean any craft, self-propelled or non-self-propelled, including commercial ships and boats, fishing boats, recreational boats, barges, skiffs, or similar craft.

WHARF: Shall mean the cargo handling area located on the terminal.

WHARFAGE: Shall mean the charge assessed against freight passing or conveyed over, onto or under wharves or between vessels or overside vessels when berthed at wharf or moored in slip adjacent to wharf; it is the charge for use of wharf and does not include charge for any other service.

RULE: III – RULES AND REGULATIONS-GENERAL

A. PUBLIC THOROUGHFARES: The port facilities of the City of Valdez are not public thoroughfares.

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B. ACCESS TO PORT FACILITIES: The Terminal Manager shall at all times have the right to refuse access to any dock or port facility by any person or vessel or to remove any vessel, person or cargo at any time from any dock or port facility. This right shall be reserved at all times to the Terminal Manager without responsibility for demurrage, loss or damage when:

1. Previous arrangements for use, space, receiving, or unloading have not been made with the Terminal Manager,
2. The vessel is unsafe or hazardous and may pose a risk to life or property,
3. The value of the vessel, in the opinion of the Terminal Manager, is less than the probable service charges and other charges related to its use of the dock or port facilities,
4. During periods of congestion, or in cases of emergency, when, in the judgment of the Terminal Manager, the circumstances then prevailing or likely to occur will prevent the dock or terminal facilities, or any portion of them, from providing customary services to the public,
5. Persons have violated federal, state, municipal or port regulations.

C. LIABILITY FOR LOSS OR DAMAGE: The Port will not be responsible for any loss or damage caused by fire, heat, 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 fire protection systems, collapse of buildings, or structure; breakdown of plant or machinery or equipment; or by floats, logs, or polling required in breasting vessels away from wharf; nor will it be answerable for any loss, damage or delay arising from events of force majeure, insufficient notification or from way, insurrection, shortage of labor, combination strikes or riots of any persons in its employ or in the services of others or from any consequence arising therefrom.

D. DAMAGE TO FACILITIES: Vessels, their owners, agents and all other users of the Port are held liable for any damage to facilities resulting from their use. Vessels will be held responsible for damage done to the dock when landing, laying alongside or when leaving the dock. The Port reserves the right to repair, contract or cause to be repaired, any and all damages to docks, wharves, buildings, utilities and equipment caused by vessels, their owners and/or agents, stevedores or other parties and hold them responsible for payment. Proof of insurance must be provided to the Terminal Manager prior to utilizing Port facilities.

E. RIGHT TO REFUSE CARGO: The Terminal Manager shall at all times have the right to refuse to accept, receive, unload, or permit a vessel to discharge:

1. Cargo for which previous arrangements for space, receiving, unloading or handling has not been made with the Terminal Manager by the shipper, consignee or vessel.
2. Cargo not suitably packed for safe transportation.

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3. Cargo deemed by the Terminal Manager in the reasonable exercise of his discretion, to be offensive, perishable or hazardous. Hazardous cargo must have been prepared for shipment in accordance with the applicable Department of Transportation regulations (including, but not limited to, 49 CFR Parts 171-179).
4. Cargo, the value of which may, in the opinion of the Terminal Manager, be less than the probable service charges and other charges related to it.
5. Cargo, during a period of congestion, or in cases of emergency, when, in the judgment of the Terminal Manager, the circumstances then prevailing or likely to occur will prevent the docks or port facilities, or any portion of them, from providing customary service to the public.
6. Hazardous cargo not previously granted permission to be accommodated or mislabeled.
7. Prohibited cargo of a nature that may create a safety concern for the Port or when the Port is not properly equipped to handle such cargo.

F. OFFENSIVE FREIGHT: Hazardous or offensive freight, is subject to immediate removal either from the dock or port facilities or to other locations within premises with all expense and risk of loss or damage, for the account of owner, consignee or shipper, the Terminal Manager being liable for loss or damage only in case of lack of ordinary care.

G. RIGHT TO REMOVE, TRANSFER, OR WAREHOUSE CARGO: Freight remaining on wharf or wharf premises after expiration of free time, and freight shut out at time of clearance of vessel may be piled or re-piled to make space, transferred to other locations or receptacles within the wharf premises, or removed to public or private warehouses with all expense and risk of loss or damage for account of the owner, shipper, consignee or carrier as responsibility may appear, the Terminal Manager being liable for loss or damage only in case of lack of ordinary care.

H. HAZARDOUS CARGO: Notice shall be given to Terminal Manager of any vessel carrying cargo which is hazardous, extremely flammable, corrosive, explosive, or otherwise possesses a significant risk of harm to property or persons at least seventy-two (72) hours prior to landing or use of docks. The acceptance, handling or storage of explosives or excessively flammable material shall be subject to special arrangements with and permission of the terminal operator and governed by rules and regulations of Federal, State and local authorities. All hazardous cargo must be properly labeled in accordance with federal HAZMAT and international HAZCOM requirements. Failure to have proper labeling will result in cargo being refused entry into the terminal.

I. OWNERS RISK: Glass, liquids, and fragile articles will be accepted only at owner's or shipper's risk for breakage, leakage, or chafing, and except as otherwise provided in this tariff the Terminal Manager being liable for loss or damage only in case of lack of ordinary care. Freight in open storage on wharf platforms or ground is at owner's or

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shipper's risk for loss or damage. Timber and logs or lumber rafts, and all water craft, if and when permitted by Terminal Manager to be moored at moorage dolphins, wharf or alongside vessels, are at owner's or shipper's risk for loss or damage.

J. LIVESTOCK: The acceptance and handling of livestock shall be subject to special arrangements with Terminal Manager, and governed by rules and regulations of the Federal, State, and local authorities.

K. OVERWEIGHT CARGO: Users are held liable for all claims, losses, costs or expenses by reason of property damage, personal injury or death which may occur, directly or indirectly as the result of overweight or improperly stowed cargo, without regard as to whether such omissions be intentional or accidental.

L. RIGHT TO BOARD VESSEL AND INSPECT: The Terminal Manager may enter upon and inspect any vessel in berth at its terminal under the following conditions:

1. The Terminal Manager specifies this to determine the kind and quantity of cargo aboard,
2. To identify safety or security concerns, and
3. No person or persons shall hinder, molest or refuse entrance upon such vessel for a specific purpose which must be noted.

M. RIGHT TO MOVE VESSEL: The Port may order a vessel to move to such a place as directed at the vessel's expense when in the opinion of the Terminal Manager or designee:

1. It is necessary for the proper operation of the facility,
2. In case of emergency, and
3. A vessel which is not moved promptly upon notice may be moved at the vessel's expense.
4. Damage to vessel or to Port property during such removal, can be charged to the vessel, along with all costs for idle labor, crane(s) and equipment resulting from the delay.

N. RUBBISH: No rubbish or materials of any kind shall be dumped overboard from vessels or onto wharves. Rubbish, refuse or other materials placed temporarily on piers or wharves, must upon demand, be removed from the terminal(s), by the person or persons placing it there. The Port reserves the right to remove rubbish at the expense of the party responsible. Rubbish may only be removed from the terminal(s) by contractors licensed by the Port of Valdez.

O. DISCHARGE OF LIQUIDS: Vessels may not discharge fluids overboard into the waters of Port Valdez including without limitation, black water, graywater or other

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liquids. This shall not include cooling water from engines or treated wastewater from systems compliant with the federal and state sewage treatment equipment regulations.

P. STACK EMISSIONS: Vessels may not produce visible or noxious stack emissions at any time while alongside the terminal(s) and must comply with all state and federal laws, rules and permits.

Q. MOORED VESSELS: Vessels berthing at the terminal(s) should, as directed by the Terminal Manager,

1. Be properly manned at all times,
2. Have on board sufficient personnel to move the vessel in case of emergency,
3. Meet international and federal security regulations and other rules including properly licensed and documented personnel.

R. APPROACH AND DEPARTURE FROM BERTHS: Vessels approaching or departing from berths when passing in and out of federal channels, over submerged lands outside of terminal berths, do so at their own risk and shall not hold the Port responsible for any vessel casualty during such transit.

S. LIMITS OF LIABILITY: No provision contained in this tariff shall limit or relieve the Port of Valdez from liability for its own negligence nor require any person, vessel, or lessee to indemnify or hold harmless the Port of Valdez from liability for its own negligence.

T. MANIFESTS REQUIRED OF VESSELS: Masters, owners, agents or operators of vessels are required to furnish the Port 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 docks or terminal facilities of the Port of Valdez. Such manifest must be furnished (1) for inbound cargo, at least twenty-four (24) hours prior to vessel arrival, and (2) for outbound cargo, within twenty-four (24) hours after vessel departure. Such manifests must be certified as correct by an authorized official of the company and must also designate the basis of weight or measurement on which ocean freight was assessed. In lieu of manifests, freight bills containing all information as required above may be accepted. Failure to submit timely and accurate manifests will constitute cause to impose fees as set forth in the Rates and Charges section of this tariff. Additionally, failure to submit required manifests will exempt eligibility for negotiated discounts.

U. RIGHT OF PORT TO SCHEDULE VESSELS: The Port reserves the right to establish vessel berthing schedules and the use of all facilities for the convenience of the Port. Application for berthing must be made at least 24 hours in advance of vessel arrival. Failure to make timely application for berthing will constitute cause to impose fees as set

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forth in the Rates and Charges section of this tariff. Additionally, failure to submit required manifests will exempt eligibility for negotiated discounts.

V. VERIFIED GROSS MASS REQUIREMENTS: The Port provides scale and weighing services for container, truck or rail car weight information. The Port assumes no weight verification liability for such measurements and reserves the right under international rules to refuse to handle or accept containers without a valid Verified Gross Mass certificate (VGM).

W. PIER LOADING PERMIT: A pier loading permit shall be required for the handling of any cargo requiring crane equipment contracted from outside of the terminal. Such permit shall only be granted upon presentation of a detailed engineering survey provided by the party handling the crane and cargo and at the cost of the party requesting a permit.

X. STEVEDORING SERVICES: The services of handling, loading and unloading and other services not specified herein, shall be provided only by stevedores as licensed by the Port of Valdez for provision of those services. Handling, loading and unloading rates shall be furnished upon request by the service provider. Licensed stevedores authorized currently by the Port of Valdez include:

1. North Star Terminal and Stevedore Company
P. O. Box 889, Valdez, Alaska 99686, Phone (907) 835-4670

RULE IV - PAYMENT OF CHARGES, TERMS AND CONDITIONS

A. PAYMENT TERMS: All payments to the Port of Valdez are due in US Dollars and due and payable upon presentation of an invoice. All fixed charges named herein and charges made for all services shall become due and payable as they accrue and are invoiced by the Port.

B. CREDIT: Nothing shall preclude the users of the Port from establishing credit and payment terms.

C. DELAYS – NO WAIVER OF CHARGES: Delays in loading, unloading, receiving, delivering or handling freight arising from events of force majeure, commotions, riots or strikes not reasonably within the control of the Terminal Manager will not entitle owners, shippers, consignees or carriers of freight to waiver of wharf, terminal or advanced charges, or other expenses that may be incurred.

D. RIGHT TO SELL CARGO FOR UNPAID CHARGES: Freight on which unpaid terminal charges and advances have accrued may be sold to satisfy such charges and costs. Freight of a perishable nature, or of a nature liable to damage other freight may be

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sold at public or private sale subject to Valdez Municipal Code, provided owner has been given proper notice to pay charges and remove said freight, and has neglected or failed to comply.

E. RATE CHANGES: All rates quoted in this tariff are subject to change on or after the effective date as noted. Any changes in this tariff as a result of modification of terms or conditions as stated that impact fees shall not be considered as retroactive.

F. RESPONSIBILITY FOR COLLECTION AND GUARANTEE OF CHARGE:

Charges are due from the owner, shipper, or consignee of the freight. On transit freight in connection with other carriers, these charges, and any charges accrued against said freight and of which the vessel, its owners or agents have been appraised, will be collected from and payment of same must be guaranteed by the vessel, its owners or agents. The use of the wharf by a vessel, its owners or agents, shall be deemed acceptance and acknowledgement of this guarantee.

G. PREPAYMENT: Right is reserved by the Terminal Manager to require prepayment of all charges on perishable freight or freight of doubtful value.

H. LABOR: Rates named in this tariff for services involving labor are based upon straight time wages. When the Port is required to furnish labor at overtime, or penalty time, the difference between straight time and overtime, or penalty time, plus supervision, insurance and taxes, will be assessed against the party or parties authorizing the overtime or penalty time.

I. SECURITY: Federally mandated unarmed or armed security guard duty will be required and rates named in this tariff applied at the discretion of the Terminal Manager or Facility Security Officer. In the event unarmed or armed security guard duty is cancelled or postponed less than 24 hours prior to operation start, tariff rates may be applied to the originally scheduled period of service.

J. OPERATING AGREEMENTS: The City or the City's designee may negotiate a frequent user operating agreement for either wharfage or dockage calling for a 20% reduction in the current tariff for dockage and/or wharfage charges. Such operating agreements must be in writing and will be based on a guaranteed usage, throughput or simply are a stated dollar amount for either. Such operating agreements may be negotiated for any substantial user of the facility, defined as common carriers making 12 or more vessel calls per year, other vessels making 24 or more vessel calls per year, or single shippers handling in excess of 5,000 tons of cargo per year over the dock. If the carrier fails to make the required vessel calls in any year, a billing will be made for the amount of the discount granted under the operating agreement.

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JK. EFFECTIVE PERIOD-OPERATING AGREEMENTS: All operating agreements will end on December 31 and be limited to a maximum of two years. The initial period will ordinarily be a part of the first calendar year. The usage, throughput or stated dollar amount of either will be prorated on the basis of the full months remaining in the initial year. For example, an agreement negotiated in July will be 5/12 of the negotiated amount. In this case, total length of the initial agreement will be 17 months. Subsequent agreements may be for the full two years, but computed upon the tariff or tariffs in effect over the term of the agreement.

KL. RIGHT TO WITHHOLD DELIVERY OF FREIGHT OR DENY SERVICES: Right is reserved by terminal operator to withhold delivery of freight or deny terminal services including berthing until all accrued terminal charges and/or advances against said freight or services have been paid in full.

LM. RIGHT TO DETAIN VESSEL: A vessel may be detained by the Port until sufficient funds paid or security has been posted to cover the actual or estimated funds owed or financial liability for damages incurred to Port property.

MN. INSURANCE: Rates, charges, rules/regulations and the services offered or provided by the Port, does not include insurance of any kind. The Port reserves the right to request insurance certificates for operators on the terminal(s) to confirm they have required levels. The Port can specify additional insurance required for operations or terminal users.

NO. INTEREST ON UNPAID INVOICES: The Port reserves the right to charge interest on the unpaid portion of any invoice not paid within 30 days. The interest charge shall be assessed at 7% per year pro rated monthly on unpaid balances.

OP. APPLICATION OF PAYMENTS: Funds received by the Port shall be credited toward any remaining and outstanding balance on existing charges previously invoiced.

PQ. REQUIRED REPORTING: The stevedore, designated Terminal Operator, contractors or other parties using the terminal(s) shall provide such reports to the Port on a regular basis as designated and directed by the Terminal Manager. Such reports shall be provided to the Port no later than ten (10) days after the end of the month. In the absence of required reports, the highest amount for each category within the previous three (3) year period shall be assessed and invoiced by the Port. Any remaining balance or overage shall be applied to the next invoice. The Terminal Manager reserves the right to assess an administrative fee for failure to provide required reports.

QR. INDEMNITY: All users of the terminal(s) including service providers, licensees, vessels, owners and operators shall defend, indemnify and hold harmless the City and Port of Valdez against and from any claims, obligations, liabilities, or damages arising from any breach of, or failure to perform under, any obligation under the terms of this tariff, including omission of said parties, for all costs, legal fees, expenses and associated

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such claims, obligations, liabilities or damages incurred in the defense of such claim or action or proceeding against the City or Port of Valdez.

RULE V – RATES AND CHARGES

A. DOCKAGE: Dockage shall be based on length-over-all of the vessel as published in “Lloyd’s Register of Shipping” or when not published, the Port reserves the right to: (1) obtain the length-over-all from the vessel’s certificate of registry, or (2) measure the vessel. The following rules apply to dockage charges:

1. Dockage Period: The period of time upon which dockage will be assessed shall commence when the vessel is made fast to an allocated berth or moored, or comes within a slip and shall continue until such vessel lets go and has vacated the position allocated, on a per diem basis.

2. Idle Vessels: A vessel not engaged in working cargo will be permitted its berth with the understanding that it shall vacate when the berth is required for a vessel to load or discharge cargo.

3. Shifted Vessels: When a vessel is shifted directly from one dock to another dock operated by the Port of Valdez, the total time at such docks will be considered together when computing the dockage charge.

4. A single vessel, where actively engaged as a tug boat assisting and made fast outboard of a vessel loading or discharging cargo, will be accorded free dockage.

5. Vacating: A vessel upon notice to move which refuses to vacate will be assessed dockage at five times its applicable rate named in this tariff, starting at the time vessel is notified to vacate and fails to vacate within a reasonable time.

6. Application: Dockage rates shall apply to all mooring dolphins, docks, slips, adjacent to wharves, landing craft ramp or any other facility managed by the Port.

7. Application for Berthing: Request for berthing shall be made at least 24 hours in advance of a vessel’s arrival. Requests not made at least 24 hours in advance shall be subject to an additional days berthing charge at the applicable tariff rate.

8. DOCKAGE RATES: Based on vessel length-over-all

- | | |
|-------------------|------------------------|
| a. Up to 100 feet | \$1.35 per linear foot |
| b. Up to 600 feet | \$2.35 per linear foot |
| c. Up to 900 feet | \$3.35 per linear foot |

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- Note 1. For vessels with length overall greater than 900 feet, charge the rate for 900 feet plus \$3.00 for each foot, or fraction thereof, of length in excess of 900 feet shall apply.
- Note 2. Twelve cumulative hours or less shall be charged one-half (1/2) of the full days dockage.
- Note 3. Vessels which cause more than normal risk to a dock facility and the surrounding area (land or water) or restrict the normal use of such facility by others shall be assessed a dockage surcharge of 100%. More than normal risk includes without limitation, risks of explosion, fire, need for special security at either the dock or the facility entrance, risk of contamination and/or failure to comply with environmental rules and regulations due to the presence of hazardous materials. The following vessels are so classified:
- a. Loaded vessels (ship and barges) which carry oil and/or oil products, loading or discharging cargo or undergoing repairs at a Port facilities.
 - b. Vessels (ship and barges), which are loading and/or discharging high explosives.
 - c. The above list of risks and high-risk vessels is not all-inclusive. The Port reserves the right to make final determination.
- Note 4. Vessels that have a paid slip for the year in the Valdez Small Boat Harbor shall not be charged dockage at other the John Thomas Kelsey Municipal Dock.

Commented [JA1]: Discussion. Increased usage at Kelsey Dock and displacement of paying customers.

B. WATER: The following charges will be made for furnishing water to vessels berthed at terminal(s) subject to this tariff and seasonal requirements:

- | | |
|--|----------|
| 1. Water hookup charge (April to October) | \$45.00 |
| 2. Water hookup charge (November to March) | \$125.00 |
| 3. Water per 1,000 gallons or fraction thereof | \$3.00 |

C. GARBAGE: The following charge will be made for furnishing garbage service to vessels berthed at terminal(s) subject to this tariff:

| |
|--|
| |
|--|

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Domestic: Charge per garbage pickup \$120.00

Foreign Regulated: By special arrangement only.

Per pound charge including container weight, 50 pound minimum \$14.00

D. WASTEWATER: By special arrangement only by private contractor.

E. WASTE OIL RECEPTION: Includes recovered oil. By special arrangement only by licensed contractor.

F. PARKING WITH ELECTRICITY: The following charge will be made for refrigeration vans:

1. A parking fee, including electricity, will be charged to the owner of each refrigeration van connected to the electrical system at the Valdez Container Terminal.

Per 24-hour period or less \$20.00

2. The van owner or agent shall report a daily summary to the Port of all units connected and disconnected from the electrical system at the Valdez Container Terminal.
3. It shall be the responsibility of the van owner or agent to provide a report to the Port at the end of each week showing the number of vans and the days served.

G. PARKING: The following charge will be made for trailers trucked in/trucked out requiring no port services other than storage per 24-hour period or portion thereof:

- a. Charge per unit \$6.00
- b. The van owner or agent shall report to the Port immediately upon arrival.
- c. It shall be the responsibility of the van owner or agent to provide a report to the Port at the end of each week showing the number of vans and the days served.

H. WHARFAGE RATES-APPLICATION: Wharfage rates named below are in dollars and cents per ton of 2,000 pounds, or 40 cubic feet, or 376 pounds per barrel of bulk commodities and apply as follows:

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1. Traffic handled to or from the Port of Valdez.
2. Charges to be assessed on the basis of weight or measurement as manifested by vessel, whichever creates the greater revenue. Where specific commodity rates are shown, the description "Freight NOS, General Merchandise" will apply.
3. Minimum charge on any single shipment \$3.85

I. WHARFAGE COMMODITY RATES:

| No. | Commodity | Description | Unit | Cost | Note |
|-----|------------------|-------------------------------------|----------------------|---------|-------|
| 1 | Empty Containers | | Per Container | \$10.00 | |
| 2 | Explosives | Dynamite, gun powder, blasting caps | Container | \$16.50 | 1,2,3 |
| 3 | Fuel (Vessel) | Liquids, petroleum/products, NOS | Per gallon | \$ 0.05 | 4,5 |
| 4 | Freight NOS | Freight not otherwise specified | Per ton | \$ 4.00 | |
| 5 | Logs | Whole or partial | Per 1,000 board feet | \$ 3.85 | |
| 6 | Petroleum | Petroleum or petroleum products | Per barrel | \$ 0.15 | 6 |
| 7 | Wood Chips | All grades | Per BDU | \$ 1.75 | |
| 8 | Wood Pulp | Logs | Per ton | \$ 0.55 | |

Notes:

1. Explosives shall be handled by special arrangement only.
2. Notice shall be given to the Port of Valdez of any vessel carrying explosive cargo at least seventy-two (72) hours in advance of arrival at dock
3. Packages or other containers with explosives will be charged at the entire explosive rate for the entire contents of the container regardless of the quantity contained within.
4. All petroleum transfer operations are subject to federal and Port rules governing the transfer of liquid bulk petroleum products.
5. Vessels that have a paid slip for the year in the Valdez Small Boat Harbor shall not be charged the fuel tariff rate at the John Thomas Kelsey Municipal Dock.

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6. Applies to inbound and outbound petroleum products.

J. CARGO HANDLED OVERSIDE: Will be assessed half wharfage, named in this tariff unless otherwise provided herein. Standby time at cost will be assessed against consignee when dock longshoremen are standing by while discharge or loading is made.

K. SECURITY: Security that is required by the owner, shipper, or U.S.C.G. regulation will be provided by the Port and will be assessed per hour at:

- a. Watchman (unarmed) per person \$75.00
- b. Armed Guard per person \$95.00

In the event unarmed or armed security guard duty is cancelled or postponed less than 24 hours prior to operation start, tariff rates may be applied to the originally scheduled period of service per Rule IV, Paragraph I. Security.

L. STANDBY FIRE APPARATUS

- a. Additional fire protection that is required by the owner, shipper, or by U.S.C.G. regulation will be provided by the Port and will be assessed, per hour per person required at \$95.00
- b. Fire apparatus required, per hour at \$165.00

M. FREE TIME: Free time not to exceed seven (7) days on all freight, cargo or other material stored or in transit unless otherwise negotiated by the Port.

N. DEMURRAGE: The charge assessed on cargo remaining in or on Port facilities after the expiration of free time per day shall be:

- a. per square foot per month at \$ 0.15
- b. per automobile \$10.00
- c. per piece of heavy machinery including wheeled units \$35.00

Charges assessed on off-season staging of empty containers on Port facilities are eligible for negotiation per Rule V, Paragraph I. Operating Agreements.

O. UPLAND STORAGE: Items accepted for storage:

- a. Storage will be assessed, per square foot per month at \$0.15
- b. Minimum charge for storage per month \$50.00

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Charges assessed on off-season staging of empty containers on Port facilities are eligible for negotiation per Rule V, Paragraph I. Operating Agreements.

P. LOG STORAGE: Assessed monthly:

1. Log storage will be assessed per ton for logs of all grades of logs for the first 120 days at: \$0.05
2. Log storage will be assessed per square foot per month for logs of all grades left on Port property after initial 120 day period at: \$0.10

Q. LICENSE AND PERMIT FEES: License and permits fees for conducting business or handling cargo on the terminal(s) shall be assessed at a fixed rate of \$10.00 per individual to be paid upon each TWIC registration, re-registration, and security brief.

R. FINES FOR VIOLATIONS:

- a. When the Port is fined as a result of a violation of federal regulations, such cost of the fine shall be paid by the firm or individual responsible for the violation. Any person or firm who violates terminal rules and regulations, or provision of this tariff, shall be subject to a fine of up to \$1,000 per violation at the discretion of the Terminal Manager plus the full cost of any fine resulting from a violation of federal regulations.
- b. Failure to submit timely and accurate manifests and berthing requests shall be subject to a fine of up to \$25.00 per day at the discretion of the Terminal Manager. Additionally, failure to submit required documentation will exempt eligibility for negotiated discounts.

S. MAINTENANCE CALL OUT CHARGE: When the Port shall be asked to require maintenance staff for the purposes of meeting operational or infrastructure requirements, a fee of \$65.00 per hour, per person, shall be charged to the person requesting such personnel. A minimum charge of two (2) hours shall be applied regardless of the length of time staff are utilized.

T. SCALE FEE: A fee of \$5.00 shall be assessed for each vehicle requiring scale services.

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APPENDIX-MISCELLANEOUS INFORMATION

Metric Equivalents and Metric Conversion Tables

The metric equivalents and conversion tables are to be employed in determination of charges assessed in this tariff.

| <u>U.S. Equivalent</u> | | <u>Metric Equivalent</u> | |
|------------------------|------------------------|--------------------------|-----------------------------|
| 1.0 | Pound | 0.4536 | Kilogram |
| 2.2046 | Pounds | 1.0 | Kilogram |
| 100.0 | Pounds (US-CWT) | 45.359 | Kilograms |
| 2,000.0 | Pounds (Short Ton) | 907.2 | Kilograms |
| 2,204.6 | Pounds | 1,000.0 | Kilograms (1 Metric Ton) |
| 2,240.0 | Pounds (Long Ton) | 1,016.04 | Kilograms |
| 1.0 | Inch | 2.54 | Centimeters |
| 1.0 | Foot | 0.3048 | Meter |
| 1.0 | Yard | 0.9144 | Meter |
| 3.2808 | Feet | 1.0 | Meter |
| 1.0 | Square Foot | 0.0929 | Square Meter |
| 10.76 | Square Feet | 1.0 | Square Meter |
| 1.0 | Cubic Foot | 0.0283 | Cubic Meter |
| 35.3147 | Cubic Feet | 1.0 | Cubic Meter |
| 40.0 | Cubic Feet | 1.1327 | Cubic Meters |
| 1.0 | Barrel (42 Gallons) | 158.9873 | Liters |

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Metric Conversion Table

| <u>To Find</u> | <u>Given</u> | <u>Multiply</u> | |
|-------------------------------------|-------------------------------------|------------------|-----------|
| Kilograms | Pounds | Pounds | X 0.4536 |
| Pounds | Kilograms | Kilograms | X 2.2046 |
| Metric Tons | Short Tons | Short Tons | X 0.9072 |
| Metric Tons | Long Tons | Long Tons | X 1.0160 |
| Short Tons | Metric Tons | Metric Tons | X 1.1023 |
| Long Tons | Metric Tons | Metric Tons | X 0.9842 |
| Cubic Meters | Measurement Tons (40 Cubic Feet) | Measurement Tons | X 1.1330 |
| Measurement Tons (40 Cubic Feet) | Cubic Meters | Cubic Meters | X 0.8830 |
| Square Feet | Square Meters | Square Meters | X 10.76 |
| Square Meters | Square Feet | Square Feet | X 0.0929 |
| Cubic Feet | Cubic Meters | Cubic Meters | X 35.3147 |
| Cubic Meters | MBF (Thousand Board Feet) | MBF | X 2.3597 |
| MBF (Thousand Board Feet) | Cubic Meters | Cubic Meters | X 0.4238 |
| Acres | Hectares | Hectares | X 2.47 |
| Hectares | Acres | Acres | X 0.405 |
| Miles | Kilometers | Kilometers | X 0.62 |
| Kilometers | Miles | Miles | X 1.609 |

CONVERSION TABLE

| Kilos | Pounds | Kilos | Pounds | Kilos | Pounds |
|-------|---------|-------|----------|--------|---------|
| 1 | 2.2046 | 100 | 220.46 | 10,000 | 22,046 |
| 2 | 4.4092 | 200 | 440.92 | 20,000 | 44,092 |
| 3 | 6.6138 | 300 | 661.38 | 30,000 | 66,138 |
| 4 | 8.8184 | 400 | 881.84 | 40,000 | 88,184 |
| 5 | 11.0230 | 500 | 1,102.30 | 50,000 | 110,230 |
| 6 | 13.2276 | 600 | 1,322.76 | 60,000 | 132,276 |

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| | | | | | |
|----|----------|-------|----------|---------|-----------|
| 7 | 15.4322 | 700 | 1,543.22 | 70,000 | 154,327 |
| 8 | 17.6368 | 800 | 1,763.68 | 80,000 | 176,368 |
| 9 | 19.8414 | 900 | 1,984.14 | 90,000 | 198,414 |
| 10 | 22.0460 | 1,000 | 2,204.6 | 100,000 | 220,460 |
| 20 | 44.0920 | 2,000 | 4,409.2 | 200,000 | 440,920 |
| 30 | 66.1380 | 3,000 | 6,613.8 | 300,000 | 661,380 |
| 40 | 88.1840 | 4,000 | 8,818.4 | 400,000 | 881,840 |
| 50 | 110.2300 | 5,000 | 11,023.0 | 500,000 | 1,102,300 |
| 60 | 132.2760 | 6,000 | 13,227.6 | 600,000 | 1,322,760 |
| 70 | 154.3220 | 7,000 | 15,432.2 | 700,000 | 1,543,270 |
| 80 | 176.3680 | 8,000 | 17,636.8 | 800,000 | 1,763,680 |
| 90 | 198.4140 | 9,000 | 19,841.4 | 900,000 | 1,984,140 |

HOW TO USE THIS TABLE

To Convert 546,224 Kilos to Pounds:

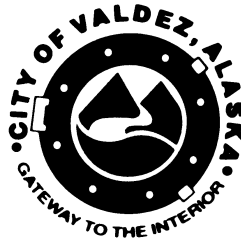
To Convert 546,224 Pounds to Kilos:

| | | | | | |
|-----------------------|-----------------------|----|-------------------|--------------|----|
| 546,224 Kilos | | OR | 546,224 Pounds | | OR |
| x 2.2046 | | | x .4536 | | |
| 1,204,205.4304 Pounds | | | 247,767.206 Kilos | | |
| | | | | | |
| 500,000 | 1,102,300.0 | | 500,000 | 226,800.0 | |
| 40,000 | 88,184.0 | | 40,000 | 18,144.0 | |
| 6,000 | 13,227.6 | | 6,000 | 2,721.6 | |
| 200 | 440.92 | | 200 | 90.72 | |
| 20 | 44.092 | | 20 | 9.072 | |
| 4 | 8.8184 | | 4 | 1.8144 | |
| TOTAL | 1,204,205.4304 Pounds | | TOTAL | 247,767.2064 | |
| Kilos | | | | | |

CONVERSION TABLE

| Pounds | Kilos | Pounds | Kilos | Pounds | Kilos |
|--------|---------|--------|---------|---------|---------|
| 1 | 0.4536 | 100 | 45.36 | 10,000 | 4,536 |
| 2 | 0.9072 | 200 | 90.72 | 20,000 | 9,072 |
| 3 | 1.3608 | 300 | 136.08 | 30,000 | 13,608 |
| 4 | 1.8144 | 400 | 181.44 | 40,000 | 18,144 |
| 5 | 2.2680 | 500 | 226.80 | 50,000 | 22,680 |
| 6 | 2.7216 | 600 | 272.16 | 60,000 | 27,216 |
| 7 | 3.1752 | 700 | 317.52 | 70,000 | 31,752 |
| 8 | 3.6288 | 800 | 362.88 | 80,000 | 36,288 |
| 9 | 4.0824 | 900 | 408.24 | 90,000 | 40,824 |
| 10 | 4.5360 | 1,000 | 453.6 | 100,000 | 45,360 |
| 20 | 9.0720 | 2,000 | 907.2 | 200,000 | 90,720 |
| 30 | 13.6080 | 3,000 | 1,360.8 | 300,000 | 136,080 |
| 40 | 18.1440 | 4,000 | 1,814.4 | 400,000 | 181,440 |
| 50 | 22.6800 | 5,000 | 2,268.0 | 500,000 | 226,800 |
| 60 | 27.2160 | 6,000 | 2,721.6 | 600,000 | 272,160 |
| 70 | 31.7520 | 7,000 | 3,175.2 | 700,000 | 317,520 |
| 80 | 36.2880 | 8,000 | 3,628.8 | 800,000 | 362,880 |
| 90 | 40.8240 | 9,000 | 4,082.4 | 900,000 | 408,240 |

END OF TARIFF



PORT OF VALDEZ

**TERMINAL RULES AND
REGULATIONS**

As Approved Under
TERMINAL TARIFF NO. 100-~~1819~~

ISSUED BY

PORT OF VALDEZ
P.O. BOX ~~307787~~
VALDEZ, ALASKA 99686

Containing
RULES and REGULATIONS
APPLICABLE TO PERSONNEL USING THE
MARINE FACILITIES OF THE PORT OF VALDEZ, AK

PHONE: (907) 835-4564

FAX: (907) 835-4479

WEBSITE: www.ci.valdez.ak.us/port

APPROVED: ~~January 16~~, 2018

EFFECTIVE: ~~February 1~~, 2018

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PORT OF VALDEZ MARINE TERMINAL RULES AND REGULATIONS

1.0 GENERAL

1.01 SCOPE: The rules, regulations, and conditions set forth shall include all facilities owned or managed by the City of Valdez, under the authority of the Port of Valdez and herein after referred to as the Port of Valdez. These Rules and Regulations are supplemental to the Port of Valdez Terminal Tariff presently in effect.

1.02 APPLICABILITY: The rules, regulations, and conditions set forth in these Rules and Regulations shall apply to all vessels, agents, owners, masters, operators, truckers, contractors, suppliers, all other users and including natural persons, artificial persons, corporations, partnerships, organizations, associations, sovereigns, governments, nations, states, municipalities, their agents and instruments. Upon entry or docking at the terminal(s) by any person or vessel shall be regarded as constituting an agreement by such person or vessel to comply with the Port or Terminal Rules and Regulations. Persons entering the terminal shall do so at their own risk.

1.03 RIGHT TO ESTABLISH SUPPLEMENTAL RULES AND REGULATION: The Port of Valdez, through the Terminal Manager or designee, reserves the right to establish additional Terminal Rules and Regulations supplemental to these Terminal Rules and Regulations and in addition to the provisions of the Port of Valdez Terminal tariff, which shall apply to all terminal(s) users and with the same authority and in the same manner as the tariff. Persons entering the Port of Valdez facilities shall constitute an agreement by such persons to comply with all Rules and Regulations of the Port of Valdez as published.

1.04 RIGHT OF FINAL DECISION: In the event of a dispute regarding any of the terms and conditions as stated in the tariff, supplemental rules and regulations or supplemental contracts, the decision of the Director of the Port of Valdez shall be final.

2. ABBREVIATIONS AND DEFINITIONS

2.01 Abbreviations and defined terms used herein shall have the same meaning as specified in the Port of Valdez tariff.

3. OPERATIONAL REQUIREMENTS

3.01 SNOW REMOVAL AND DISPOSAL- All snow removal must be done in accordance with the City of Valdez municipal codes.

3.02 SNOW REMOVAL FROM VEHICLES- All snow and ice must be removed from the tops of containers and truck bodies before entering or leaving the terminal(s).

3.03 FISHING GEAR- No fishing gear or related material may be left on terminal property at any time.

3.04 REPORTING OF TERMINAL ACTIVITY- All cargo volumes handled to and from vessels and other information as may be required by the Port must be reported in a timely manner as stipulated under licenses granted to operate on the terminal(s). Failure to do so will be grounds for levy of fines, and/or suspension of or revoking of licenses to conduct business on the terminal(s).

4. COMMUNICATIONS

4.01 COMMUNICATIONS BEFORE BERTHING- All vessels berthing at port facilities must notify the Port at least 24 hours in advance of arrival. All berthing must be approved by the Terminal Manager.

4.02 COMMUNICATIONS ALONGSIDE- All vessels when engaged in cargo operations must have the ability to accept and make phone calls or communicate by radio. The means and contact information will be provided to the Terminal Manager on berthing request or upon docking.

4.03 EMERGENCY COMMUNICATIONS- In case of emergency, including fire, explosion or similar incident and in case of injury, the vessel shall call 911 and then notify the Port.

5. MOORING AT BERTHS

5.01 MOORING LINES- All vessels moored at terminal(s) will tend lines regularly or as more frequently required by conditions then prevailing. Lines may not be slack at any time while handling cargo.

5.02 MOORING ALONGSIDE- All vessels moored alongside shall be positioned at the direction of the Terminal Manager. Vessels must have a confirmed berthing agreement issued by the Port.

5.03 WINCHES- Constant tension winches when used shall be properly set to maintain the vessel alongside in a proper manner at all times. To prevent damage, winch motors shall be turned on one half hour prior to use.

5.04 TUGS- In the event of severe weather, the vessel shall be required to utilize the assistance of a tug(s) to prevent casualty. The Terminal Manager reserves the right to order one or more tugs if in his/her opinion and sole discretion the use of assist tug(s) is appropriate. In such case, the vessel shall be responsible for the cost of the assist tug(s).

5.05 WEATHER AND TRAFFIC- Vessel personnel shall monitor at all times weather conditions and traffic to insure there is no risk to the vessel while moored at the terminal(s). The Terminal Manager reserves the right to shut down operations between the vessel and the shore if in his/her opinion and sole discretion, a danger to personnel or property exists.

5.06 HOT WORK AND OTHER MAINTENANCE- Any vessel wishing to conduct hot work or vessel maintenance must get a permit from the Terminal Manager. The Port reserves the right to prohibit or order the stoppage of hot work at its sole discretion.

5.07 DISCHARGE OF SEWAGE, GRAY-WATER, BILGE WATER, OIL, OTHER LIQUIDS INTO HARBORS- The discharge of untreated sewage, gray-water, bilge water, oil, slops or other liquids perceived as a pollution threat into the waters of Port Valdez is prohibited.

5.08 STACK EMISSIONS- Visible and noxious stack emissions by vessels while moored at the terminal(s) is prohibited. Compliance with all state and federal laws, rules and permits is required.

5.09 TRASH- The discharge of trash into the waters of Port Valdez, or onto any of Port property is prohibited. Domestic refuse services are provided by the City of Valdez upon request and subject to tariff rates and fees. All other trash removal must be contracted to a licensed vendor approved by the Port.

5.10 DISCHARGE OF LIQUID WASTE INTO TANK TRUCKS- The vessel shall take all precautions to insure that any liquid waste discharged into tank trucks ashore conforms in all respects with US non-pollution requirements and in a manner to prevent spills into the waters of Port Valdez or on Terminal property. Only licensed vendors as named on the Port's Certificate of Adequacy may be used for such work and any spills must be reported to the Terminal Manager immediately and if in the waters of Port Valdez, to the US Coast Guard.

5.11 FUELING- The fueling of vessels while moored at the terminal(s) by barge or truck shall be done only with the permission of the Terminal Manager and in accordance with US Coast Guard regulations and in a manner to prevent spills into the waters of Port Valdez or on Terminal

property. Only licensed vendors may be used for such work and any spills must be reported to the Terminal Manager immediately and, if in the waters of Port Valdez, to the US Coast Guard.

5.12 GANGWAYS- Gangways between vessel and shore shall be properly secured and tended at all times. Where appropriate, safety nets may be required by the Terminal Manager.

5.13 LINEHANDLING- Personnel employed by the Port of Valdez are not permitted to handle lines for vessels except in case of emergency. Only licensed vendors and vessel crew, where applicable, may handle lines on the terminal(s).

5.14 LIGHTING- All vessels when moored alongside docks shall be properly lit at all times of dusk, darkness and limited visibility.

6. SECURITY

6.01 SECURITY CONFERENCE- All vessels subject to the provisions of 33 CFR Part 105 as applicable to Port facilities are required to complete a Declaration of Security with the Facility Security Officer upon docking and prior to commencing cargo handling.

6.02 COMMUNICATIONS- The vessel shall maintain proper communications with the Port at all times when docked at the terminal(s). Vessel personnel are required to report any violations of security regulations or suspicious activity immediately upon discovery. All persons handling security requirements on the vessel must be able to speak English.

6.03 CREW PASSES AND IDENTIFICATION- All crew members joining or departing vessels, as well as those on shore leave, must have proper identification issued by the vessel when on terminal. This shall also include a Transportation Worker Identification Credential (TWIC) for those subject to regulations.

6.04 PASSENGER PASSES- The master of each vessel shall be responsible for the issuance of passenger passes for all persons who enter the terminal(s) and are considered passengers or persons in addition to the crew.

6.05 SCREENING- All persons entering the terminal are subject to screening as deemed appropriate by the Facility Security Officer. All vehicles are subject to search when entering or leaving the terminal(s).

6.06 ACCESS TO TERMINAL- Access to terminal(s) is restricted to those parties licensed and engaged in the business of the terminal or have business on the terminal as approved by the

Terminal Manager. All other personnel shall be escorted by a credentialed terminal worker licensed by the Port.

6.07 CONTROL OF PERSONNEL ON TERMINAL- Personnel are subject to the rules and regulations of the Port and may be removed or barred entry by security personnel or municipal law enforcement at the direction of the Terminal Manager.

6.08 UNAUTHORIZED PERSONS- No unauthorized persons are permitted on the terminal(s) at any time. Unauthorized persons are subject to confinement by security and arrest by local law enforcement.

6.09 LEVELS OF ACCESS AND DISPLAY OF BADGES- All personnel conducting business on the terminal(s) or upon entry shall have a valid TWIC and any other required badge displayed on their outer clothing or readily available for inspection. The Terminal Manager may designate restricted areas where badges must be openly displayed at all times for authorized access.

6.10 CARGO, PASSENGER AND CREW MANIFEST- The master of each vessel shall supply a complete manifest of cargo, persons arriving on vessels, including passengers, crew and persons in addition to the crew to the terminal upon arrival and prior to arrival if by request.

6.11 FEDERAL BACKGROUND CHECKS- All persons subject to 33 CFR Part 105 regulations are required to complete a federal background check and be issued a TWIC.

6.13 ACCESS BY OTHER THAN VESSEL PERSONNEL- No persons may access vessels at the terminal(s) without advance notification and permission of the Terminal Manager.

7. BUNKERING, FUELING, LIQUID BULK CARGO TRANSFER

7.01 SHIP/SHORE SAFETY LIST- Prior to the transfer of bunkers or fuel, the vessel and Terminal Operator shall complete a pre-transfer safety check off list in accordance with federal regulations.

7.02 FIREFIGHTING EQUIPMENT AND COMMUNICATIONS- All vessels shall have firefighting equipment ready for use during bunkering. All vessel personnel must be trained in firefighting and each transfer shall have a designated and qualified Person-in-Charge (PIC).

7.03 NOTICES- All vessels while engaged in bunkering or fueling shall display a sign stating the following: WARNING, NO VISITORS, NO SMOKING, NO OPEN LIGHTS.

7.04 ACCESS TO VESSEL DURING FUELING- Access to vessels while fueling shall be restricted to crew and essential personnel.

7.05 FLAGS AND LIGHTS- All vessels while bunkering or fueling shall display a red flag during the day and a red light during darkness.

7.06 EMERGENCY SHUTDOWN- An emergency shutdown procedure shall be established and tested prior to the transfer of product.

8. SAFETY

8.01 SAFETY REGULATIONS- All personnel entering the terminal(s) shall comply with federal safety requirements as established by the Occupational Health and Safety Administration (OSHA) for marine facilities. Qualified vessel personnel or authorized vessel contractor shall provide a safe passage via walkway or vehicle for all persons passing through the terminal(s), such as crew, and those not engaged in terminal activities.

8.02 PERSONAL SAFETY EQUIPMENT- All personnel on the terminal(s) including those not employed by the Port or its licensed contractors, shall wear highly visible safety vests or outer clothing and shall utilize such other safety equipment such as hard hats, protective clothing and shoes, safety eyewear, hearing protection, gloves, chemical resistant boots and other equipment as appropriate. All persons working near the edges of docks, piers and berths shall also wear floatation equipment while working in those areas.

8.03 MEDICAL EMERGENCIES- In case of a medical emergency or accident, call 911, insure the area is safe to render aid and render aid. The Terminal Manager must be notified of all medical emergencies or accidents as soon as possible.

8.04 SAFETY INSPECTIONS- The Terminal Manager or his/her designee reserves the right to conduct announced or non-announced inspections to insure compliance with the terminal tariff and these rules and regulations. Operations may be halted, or personnel directed off the terminal(s), at the sole discretion of the inspector for non-compliance.

8.05 VEHICLE WARNING LIGHTS/ALARMS- All vehicles engaged in operations on the terminal(s) shall display a flashing amber light and shall be equipped with back up alarms. Vehicles engaged in the plowing of snow, or when transiting to and from work sites on the terminal and not engaged in plowing, shall display a flashing amber light.

9. MISCELLANEOUS REGULATIONS

9.01 DUNNAGE AND PALLETS- Only stamped and environmentally certified wooden pallets and dunnage may be used at the terminal. No dunnage or pallets may be left at the terminal(s) without permission of the Terminal Manager. Broken or material slated for disposal must be

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| PORT OF VALDEZ P.O. BOX 307 <u>787</u> VALDEZ, ALASKA 99686 PHONE: (907) 835-4564 | TERMINAL TARIFF NO. 100- 18 <u>19</u> RULES AND REGULATIONS | PAGE 12 |
|---|--|------------|

removed immediately. The Port reserves the right to have any waste removed at the expense of the vessel or licensed contractors responsible.

9.02 UNLAWFUL ACTS- Unlawful acts committed by persons on the terminal(s) of any type shall be referred to local police for action.

9.03 CONDUCT- All persons on the terminal(s) shall conduct themselves in an orderly and professional manner. The use of discriminatory language is strictly prohibited. The Terminal Manager reserves the right in his/her sole discretion to have persons removed or barred from the terminal(s) for non-compliance.

9.04 MILITARY VESSEL CREW SECURITY- Military vessels calling on the terminal(s) will provide personnel to assist facility security with the management of persons entering or leaving the terminal(s). A complete list of officers and crew must be provided to the Port upon arrival.

9.05 WEAPONS, AMMUNITION AND EXPLOSIVES- Any weapons deemed capable of causing mass casualty are not permitted on terminal(s). Ammunition and explosives are prohibited on the terminal(s) without proper permits, handling procedures defined and permission of the Terminal Manager.

9.06 PERSONS INTOXICATED- No persons who appear to be visibility intoxicated shall be permitted on the terminal(s). Persons found on the terminal(s) who are intoxicated shall be removed immediately.

9.07 SMOKING- Smoking is permitted only in designated areas of the terminal(s). Smoking is not permitted on terminal docks at any time per municipal code.

9.08 DRUGS AND ILLEGAL SUBSTANCES-The use or possession of illegal drugs or other substances on the terminal(s) is prohibited. Persons found using or in possession of such substances shall be turned over to law enforcement immediately.

9.09 LIFEBOAT SUSPENSION AND LANDING SKIFFS- The suspension of lifeboats for purposes of vessel maintenance is prohibited. Vessels may only use landing skiffs for maintenance on vessels with the permission of the Terminal Manager.

9.10 RADIOACTIVE MATERIAL- The handling of radioactive material in any form is prohibited at the terminal(s) unless otherwise negotiated by the Port.

9.11 COMPRESSED GAS- Compressed gasses must be properly stored on the terminal(s) in designated areas as established by the Terminal Manager.

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| PORT OF VALDEZ P.O. BOX 307 <u>787</u> VALDEZ, ALASKA 99686 PHONE: (907) 835-4564 | TERMINAL TARIFF NO. 100- 18 <u>19</u> RULES AND REGULATIONS | PAGE 13 |
|---|--|------------|

9.12 HANDICAP ACCESS- The Port does not provide handicap access to vessels berthed at the terminal(s).

9.13 CONFINEMENT OF PASSENGER AND CREW- Passengers and crew required to be confined on vessels at the direction of federal agencies shall be at the vessels expense. The terminal does not provide terminal facilities for such purposes. Supplemental security personnel employed for such confinements are not permitted to be armed unless law enforcement personnel are used.

9.14 PUBLIC TOURS OF VESSELS- Public tours of vessels are not permitted unless by previous arrangement and permission of the Terminal Manager and in conformance with federal security requirements.

9.15 PARKING, SPEED LIMITS, SEAT BELTS- Parking is only permitted in designated areas as established by the Terminal Manager. Vehicles not parked in designated areas are subject to towing at the owners expense. The maximum speed for all vehicles on the terminal is 15 miles per hour. All vehicle operators and passengers are required to use seatbelts when on the terminal property.

9.16 LAYBERTHING- Vessel owner when layberthing vessels in inactive status shall inspect vessels regularly as specified by the Terminal Operator and such inspections and condition of vessel reported to the Terminal Manager. The Terminal Manager or his/her designee shall have the right to enter a vessel to inspect its condition at any time. Vessels must be properly moored at all times at the direction of the Terminal Manager. All vessels must be maintained in a safe and secure condition. Vessels not in compliance will be subject to direction by the Terminal Manager to be removed from the terminal or removed at the owner's expense.

END OF TERMINAL RULES AND REGULATIONS

CITY OF VALDEZ, ALASKA

RESOLUTION #18-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, ADOPTING TERMINAL TARIFF NO. 100-18 AND TERMINAL RULES & REGULATIONS FOR THE PORT OF VALDEZ AND REPEALING RESOLUTION NO. 15-54 FORMERLY ADOPTING TERMINAL TARIFF NO. 100-16.

WHEREAS, the rules, regulations, and charges for the movement of cargo through the Port of Valdez are establish through the Port Tariff; and

WHEREAS, periodically the rules, regulations, and charges need to be adjusted to ensure effective management of the facilities; and

WHEREAS, the Port of Valdez has revised the tariff and established terminal rules and regulations under professional and legal consult;

WHEREAS, the Ports and Harbor Commission has reviewed tariff and terminal rules and regulations and recommends changes at this time; and

WHEREAS, Tariff No. 100-18 shall replace Tariff No. 100-16.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, that

Section 1. The attached Port of Valdez Terminal Tariff No. 100-18 shall govern the movement of cargo through the Port of Valdez

Section 2. The attached Terminal Rules & Regulations shall enhance the safety and security of the Port of Valdez

Section 3. Resolution No. 15-54 is hereby repealed.

Section 4. The effective date of Port of Valdez Terminal Tariff No. 100-18 shall be February 1, 2018.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this 16th day of January, 2018.

CITY OF VALDEZ, ALASKA


Ruth E. Knight, Mayor

ATTEST:


Sheri L. Pierce, MMC, City Clerk





Legislation Text

File #: 18-0423, **Version:** 1

ITEM TITLE:

Harbor Expansion Project Construction Report

SUBMITTED BY: Jenessa Ables, Port Operations Manager

FISCAL NOTES:

Expenditure Required: N/A

Unencumbered Balance: N/A

Funding Source: N/A

RECOMMENDATION:

Receive and file.

SUMMARY STATEMENT:

Harbor Expansion Project construction report only.

OCTOBER 2018

VALDEZ NEW BOAT HARBOR

© Gary Minish

CONSTRUCTION

Phase 2 Uplands Facilities and Inner Harbor Facilities

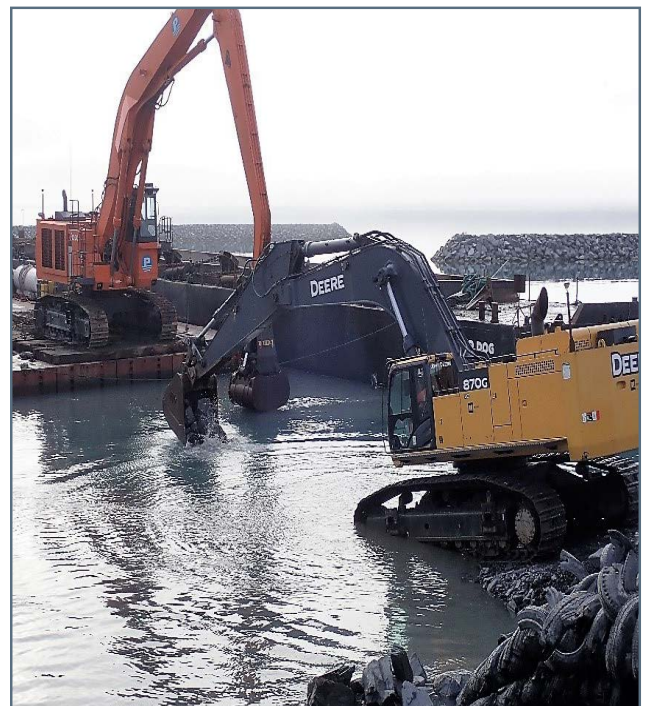
The contractors corrected Punchlist items noted during the Architectural Substantial Completion inspection for the building and prepared for Electrical and Mechanical inspections. Concrete sidewalk with bronze fish inlay was placed in the plaza area east of the Warehouse Building. F&W installed hardwood over the metal flashing cap on the stone wainscot for the buildings. Zastrow started erecting structural timbers for the east picnic canopy.

Pacific Pile and Marine (PPM) repaired major equipment malfunctions and finished breaking and dredging bedrock at the Drive-Down (DD) basin. The post-dredge survey was performed, and review of final quantities is in process.

Engineer and City representatives inspected the head floats and the four main and finger floats (T, U, V, W) for the west two-thirds of the Mooring Basin. PPM corrected the deficiencies and Harris Sand and Gravel started at the west end installing piping for water systems. Drive-down float modules, transfer bridge and related items that were stored in the Seattle area were loaded on a supply barge and towed to Valdez in late-October. Mechanical failure on PPM's 450-ton crane delayed demobilization of dredging equipment and off-loading the materials from the supply barge. Drive-down and mooring floats will be assembled and staged in the water. Piling for the DD bridge abutment (on uplands) and the mooring frame (at bottom of bridge) will be installed, and DD floats will be assembled and placed during November. The concrete bridge abutment and wing walls will be constructed, and 140-foot long bridge and support pontoon will be lifted in place during December.

PROJECT ACHIEVEMENTS

- Installed sidewalk with fish inlays at the Warehouse plaza
- Started installing brackets and piping for water systems at the west mooring floats
- Completed dredging the bedrock and surveyed the DD Float basin
- Revised the Rock Anchor Pile Installation Plan for the DD bridge mooring frame



Dredging last of the shot rock at the Drive-down basin

OCTOBER 2018 PROJECT UPDATE (CONT.)

DESIGN TEAM - CONSTRUCTION SUPPORT

R&M continued reviewing submittals, including final revisions for the Rock Anchor Pile Installation Plan, responded to Requests for Information (RFIs), clarifications of construction documents and conflicts in the field. When drilling and driving piling and installation of floats resumes in November, R&M will resume inspections and documentation of the work. R&M revised the design for water services from the Uplands to the floats and submitted the plans to ADEC for review and approval.

USACE NAVIGATION IMPROVEMENTS

The USACE indicated they are closing out the Western Marine Construction contract for dredging the navigation channel and float basin and construction of the breakwaters. The USACE and the City have scheduled a meeting in early November to discuss the contract closeout process and open items. Arcadis and the City will continue coordinating with the USACE for closeout of the contract.

FUTURE MILESTONES

- Perform Substantial Completion inspections for building electrical and mechanical systems
- Start electrical and finish installing mechanical systems on the mooring floats T, U, V and W
- Install piling and piling cap for DD bridge abutment
- Install piling and tension anchors for mooring frame for bottom of the DD bridge
- Construct the concrete abutment and wing walls
- Place the DD floats, bridge and support pontoon
- Closeout City's contract with USACE for the dredging and breakwater work
- Commission and test the Bilge Treatment equipment (after the mooring floats are completed)



Loading dredging equipment on supply barge to be towed back to Seattle

PROJECT TEAM

Nate Duval, Capital Facilities Project Manager, City of Valdez || 907.835.5478 ext. 1

Ronnie Barcak, Project Manager, USACE || 907.753.5755

Kim Nielsen, Group Manager, Waterfront Engineering, R&M Consultants || 907.646.9602

Andy Romine, Project Manager, Pacific Pile and Marine || 907.360.4580

Ron Rozak, Construction Manager, Arcadis || 907.382.2933





Finishing concrete with fish inlays east of Warehouse Building



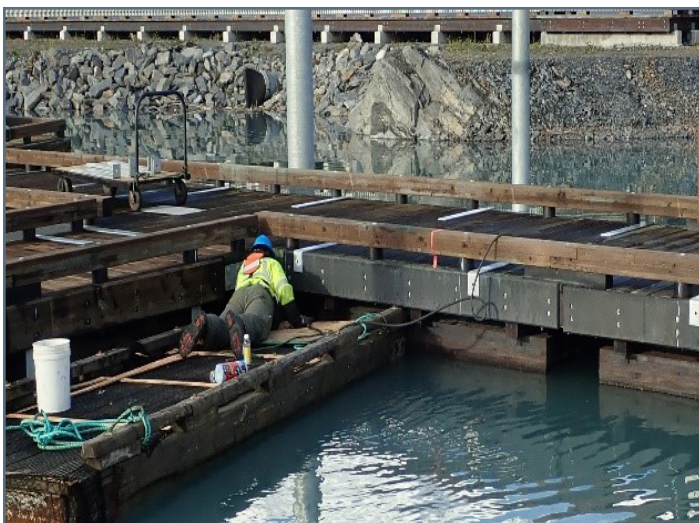
Typical bronze fish inlay in sidewalk east of Warehouse Building



Connecting timbers with brackets for the east Picnic Canopy



Partially erected timber structure for east Picnic Canopy



Installing hangers to support water piping on side of floats



Gangway with metal roof and nonslip transition to the float

PROJECT SCHEDULE

| Task | 2016 | 2017 | | | | 2018 | | | | 2019 | | | |
|---|------|------|----|----|----|------|----|----|----|------|----|----|-----|
| | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| CITY OF VALDEZ WORK | | | | | | | | | | | | | |
| Phase 1 Uplands (Civil work except paving) | | | | | | | | | | | | | |
| Phase 2 * | | | | | | | | | | | | | *** |
| Design/Bid/Award/NTP | | | | | | | | | | | | | |
| Mooring Floats | | | | | | | | | | | | | |
| Fabrication/Delivery | | | | | | | | | | | | | |
| On-site Construction | | | | | | | | | | | | | |
| Drive Down Float | | | | | | | | | | | | | |
| Fabrication/Delivery | | | | | | | | | | | | | |
| On-site Construction | | | | | | | | | | | | | |
| In-water Rock Removal | | | | | | | | | | | | | |
| West Rock | | | | | | | | | | | | | |
| East Rock | | | | | | | | | | | | | |
| Uplands Facilities (Warehouse, East Restroom, Bilge Water Bldg.) | | | | | | | | | | | | | |
| Fabrication/Delivery | | | | | | | | | | | | | |
| On-site Construction | | | | | | | | | | | | | |
| Paving/Landscaping/Site Furnishings | | | | | | | | | | | | | |
| Master Waterfront Plan (To be determined) | | | | | | | | | | | | | |
| Phase 3 Future Facilities (To be determined with Master Plan) | | | | | | | | | | | | | |
| Launch Ramp, Fish Cleaning Station, Wash-Down Pad, W. Restroom | | | | | | | | | | | | | |
| CORPS OF ENGINEERS (USACE) WORK | | | | | | | | | | | | | |
| Harbor Dredging and Breakwater Construction** | | | | | | | | | | | | | |

*Solid lines reflect PPM's September 2018 schedule and PPM's recent communications about potential changes; PPM's October update was not available for this report.

** WMC finished dredging and breakwater; contract closeout continues. *** Contract requires Phase 2 work to be completed by October 1, 2019.

BUDGET SUMMARY

| Description | Original Budget | Revised Budget | Committed | Expenditures 10/31/18 | % Spent | Estimate at Completion |
|---|-----------------|----------------|---------------|-----------------------|---------|------------------------|
| DESIGN | \$ 2,451,971 | \$ 3,659,047 | \$ 3,659,047 | \$ 3,379,659 | 92% | \$ 3,659,047 |
| Design | \$ 1,851,971 | \$ 2,215,983 | \$ 2,215,983 | \$ 2,231,917 | 101% | \$ 2,231,917 |
| Design Team Services During Construction | \$ 600,000 | \$ 1,443,064 | \$ 1,443,064 | \$ 1,147,742 | 80% | \$ 1,427,130 |
| PROJECT MANAGEMENT | \$ 2,340,548 | \$ 2,919,405 | \$ 2,919,405 | \$ 2,645,982 | 91% | \$ 2,919,405 |
| Project Management | \$ 1,740,548 | \$ 2,547,868 | \$ 2,547,868 | \$ 2,274,445 | 89% | \$ 2,547,868 |
| Inspection/Testing | \$ 600,000 | \$ 371,537 | \$ 371,537 | \$ 371,537 | 100% | \$ 371,537 |
| USACE CONSTRUCTION - CITY PORTION | \$ 9,345,453 | \$ 7,645,453 | \$ 7,525,453 | \$ 5,141,258 | 67% | \$ 7,525,453 |
| Initial Basin | \$ 7,145,453 | \$ 7,145,453 | \$ 7,145,453 | \$ 4,761,258 | 67% | \$ 7,145,453 |
| Other Basin Modifications | \$ 2,200,000 | \$ 500,000 | \$ 380,000 | \$ 380,000 | 76% | \$ 380,000 |
| CITY CONSTRUCTION | \$ 39,023,904 | \$ 44,738,748 | \$ 44,661,583 | \$ 39,047,117 | 87% | \$ 44,738,748 |
| Phase 1 Uplands | \$ 19,013,040 | \$ 19,191,437 | \$ 19,191,437 | \$ 19,191,437 | 100% | \$ 19,191,437 |
| Phase 2 Base/Drivedown Floats, Uplands Fac. | \$ 8,976,100 | \$ 25,090,832 | \$ 25,090,832 | \$ 19,538,467 | 78% | \$ 25,090,832 |
| Upland Facilities (with Phase 2) | \$ 4,046,643 | \$ - | \$ - | \$ - | 0% | \$ - |
| Drive Down Float (with Phase 2) | \$ 4,951,721 | \$ - | \$ - | \$ - | 0% | \$ - |
| Drive-Down Float In-water Mods (with Phase 2) | \$ 1,342,500 | \$ - | \$ - | \$ - | 0% | \$ - |
| Hotel Hill Clearing | \$ 64,900 | \$ 64,900 | \$ 64,900 | \$ 64,900 | 100% | \$ 64,900 |
| Fish Cleaning | \$ 324,000 | \$ - | \$ - | \$ - | 0% | \$ - |
| Electric Primary | \$ 225,000 | \$ 311,579 | \$ 311,579 | \$ 252,312 | 81% | \$ 311,579 |
| CCTV/Security/Head End Equipment | \$ 80,000 | \$ 80,000 | \$ 2,834 | \$ - | 0% | \$ 80,000 |
| ADMINISTRATION | \$ 60,000 | \$ 100,000 | \$ 99,245 | \$ 92,554 | 93% | \$ 100,000 |
| FFE | \$ 100,000 | \$ 100,000 | \$ - | \$ - | 0% | \$ 100,000 |
| CONTINGENCY (@ 15% original budget) | \$ 7,998,281 | \$ 2,157,504 | | | | \$ 2,277,504 |
| TOTAL CITY FUNDED | \$ 61,320,158 | \$ 61,320,158 | \$ 58,864,733 | \$ 50,306,571 | 82% | \$ 61,320,158 |
| USACE FUNDED** | \$ 21,277,761 | \$ 21,277,761 | \$ 21,277,761 | \$ 20,558,716 | 97% | \$ 21,277,761 |
| TOTAL CITY/USACE FUNDING | \$ 82,597,919 | \$ 82,597,919 | \$ 80,142,494 | \$ 70,865,286 | 86% | \$ 82,597,919 |

* Data includes expenses from 5/22/14 which is the start of Bond eligible costs authorized by COV Resolution 14-33. \$254,321.77 in R&M expenses and other costs are not included.

** Reconciliation with USACE is in process; updates are anticipated.