

DOCKS & HARBORS BOARD HARBOR ENTERPRISE FEE REVIEW COMMITTEE MEETING

October 23, 2014, 6:00 PM
Municipal Building – Room 224

Immediately following Operations/Planning Committee meeting at 5:00 PM

- I. **CALL TO ORDER** (6:00 pm in CBJ Room 224- following Ops/Planning Committee)
- II. **ROLL CALL** (Tom Donek, Scott Spickler, Bob Janes, David Logan, and Budd Simpson)
- III. **APPROVAL OF AGENDA**
- IV. **APPROVAL OF** September 18th, and September 30th, 2014 Harbor Enterprise Fee Review Committee Minutes.
- V. **ACTION ITEM**

1. Passenger-for-hire Fees ([05 CBJAC 20.080](#))

- The fee assessed to a person conducting passenger-for-hire activities at Douglas Boat Harbor, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, Statter Boat Harbor Launch Ramp, **North Douglas, or Amalga.**
 - Inspected vessel fees
 - 4/2006; 4/2005; 12/2005
 - Calendar year permit: \$300.00 plus \$1.10 per passenger each calendar day.
 - Uninspected vessel fees
 - 4/2006; 4/2005; 12/2005
 - Calendar year permit: \$50.00 per vessel plus \$15.00 per passenger seat.

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING



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Immediately following Operations/Planning Committee meeting at 5:00 PM

2. Auke Bay Loading Facility

- Fee for delivery and sale of fuel at ABLF ([05 CBJAC 20.175](#))
 - 12/2009
 - Fee assessed on each gallon of fuel sold to a vessel using the Auke Bay Loading Facility for refueling a vessel.
 - A fee of \$0.05 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.
- Auke Bay Loading Facility ([05 CBJAC 45.050](#))
 - 10/2007
 - [ABLF FAQ](#)
 - [Staging](#)
 - Storage
 - [Landing Craft Loading Ramp Use](#)
 - Drive Down Use Fees
 - Crane Use Fees

Committee Questions

Public Discussion

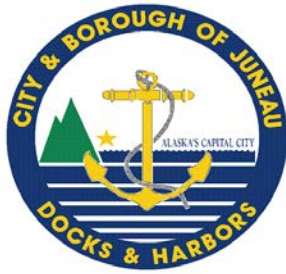
Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VI. DISCUSSION ITEM

1. Parking

- Statter Harbor Lower Parking Lot Permit Fee ([05 CBJAC 20.090](#))
 - 4/2005; 5/2006
 - The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor Lower Parking Lot.
 - Calendar year permit: \$300.00 per company plus \$15.00 per passenger seat.
- Parking Lot Fees ([05 CBJAC 20.160](#))
 - 5/2009; 4/2005



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- From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the Intermediate Vessel Float, Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, and Statter Harbor is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof.
- Parking Management ([05 CBJAC 45.055](#))

VII. ADJOURNMENT

CBJ Docks and Harbors Board
Harbors Fee Review Committee Meeting Minutes
For Thursday, September 18th, 2014

- I. Call To Order – The meeting was called to order at 6:52 p.m. in the Assembly Chambers.
- II. Roll Call – The following members were present: Tom Donek, Scott Spickler, Bob Janes, David Logan and Budd Simpson

Also present were the following: Carl Uchtyl – Port Director, and Dave Borg – Harbormaster

- III. Approval of Agenda.

MOTION By MR.LOGAN: TO APPROVE THE AGENDA AS PRESENTED AND ASK FOR UNANIMOUS CONSENT.

No Objection

- IV. Agenda Topics

1. Harbor Fee Review

Mr. Simpson opened the meeting with asking for suggestions on how the Committee wanted to move forward with the Harbor Fee review process.

Mr. Logan said he suggests to break the fees out into the various fees that affect different user groups in the interest of making public participation as easy as possible. After they are broken out to user groups, then work on that order.

Mr. Donek recommended to prioritize the Harbor list in the Sequencing of review list provided by Mr. Uchtyl.

Mr. Simpson suggested to start with Passenger-for-hire fees.

Mr. Donek suggested to have a proposed increase being considered when the user groups are notified.

Mr. Logan suggested to do a general discussion for a specific fee in one meeting and the next meeting take public comment on that topic and so on.

Mr. Simpson recommended to discuss passenger for hire tonight and then schedule the next meeting and post public participation.

Mr. Donek asked if the date Mr. Uchtyl added to the sequencing review sheet was the last increase for that specific fee.

Mr. Uchtyl said that is the date something was changed in the ordinance, but not specifically the fee.

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Mr. Janes said the 2006 date was when they were looked at, but they have not been changed since they were initiated. The passenger for hire fee came about because of the need for more funding and to mitigate issues with more people being at Statter Harbor. He said he has never understood why the un-inspected and inspected vessel fees were different. The passengers are all using the facilities the same. Mr. Janes said these fee's should be looked at because they have not gone up in the last eight years even though the cost to do business has gone up. He said the fee's should go up, but with raising the fee's, there should be better services. There is a need for better rest rooms, and better passenger for hire pick up zones on the dock. Until we have a plan for better services, it will be hard to justify increasing the fee. This fee should also be tied into a CPI increase like the moorage fees are currently, that way this can be adjusted annually.

Mr. Donek asked what the difference was between the inspected vessel and un-inspected vessel?

Mr. Janes said un-inspected is a vessel that takes 6 passengers. Inspected vessels are those that can carry over 6 passengers for hire, have to be inspected by the Coast Guard annually and show all their documentation. The inspected and un-inspected are doing the same thing, but in different numbers.

Mr. Donek said they are doing the same thing, but their income potential is lower.

Mr. Janes said yes the income is lower, but because they are uninspected, their costs are lower.

Mr. Spickler asked if passenger counts are on the honor system?

Mr. Uchytel said Charter operators are on the honor system.

Mr. Janes said the un-inspected vessel's have a fair amount of revenue that is lost revenue to our Harbor department that staff should be collecting.

Mr. Simpson said during this fee review, this Committee does not just want to raise fees because we can, but try to tie them to something like the amount of effort that goes into the particular services or facility. He is asking staff to provide a rational basis for the fee adjustments.

Mr. Borg said Mr. Unruh would be better to answer the question, but the extra people add to the extra cost. He said he would be able to provide more information at the next meeting.

Mr. Logan said this will be the constant theme for these meeting wanting be able to provide an estimated cost for the service.

Mr. Borg said he will be able to provide the information if he knows what will be discussed ahead of time.

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Mr. Simpson said we are going in order from the Harbor fee review list.

Mr. Janes said even one person is an impact if they get on an inspected vessel or uninspected vessel.

Mr. Donek asked if all the vessels used the loading zone?

Mr. Borg said yes.

Mr. Logan suggested a yearly fee and a per passenger fee per day.

The Committee continues discussions on passenger for hire reporting and operations.

Mr. Logan asked for an average number of seats on an inspected vessel.

Mr. Janes said about 20.

Mr. Logan talked about two options for public comment;

1. Everyone pays a per seat per year basis
2. Daily per passenger fee, but paperwork will be required on a daily, weekly, or monthly basis and are subject to audit.

Mr. Simpson would like to see a written report from staff on expenses for this fee, including staff time. He would like to see this report before suggested a new dollar amount for this fee.

Jenny Mejia suggested to contact passenger for hire patrons by calling each company.

Mr. Simpson recommended also to do fliers, newsletter and website. The meeting notice need to say the Committee will be taking public comment on proposed changes to the passenger for hire fees for inspected and uninspected vessels. At the next meeting, the Committee can also start discussions on fee structure for the Auke Bay Loading facility.

Next meeting is September 30th at 5:00 pm.

V. Adjournment

The Meeting adjourned at 8:17 p.m.

CBJ Docks and Harbors Board
Harbors Fee Review Committee Meeting Minutes
For Tuesday, September 30th, 2014

I. Call To Order – Budd Simpson called the meeting to order at 5:03 p.m. in CBJ room 224.

II. Roll Call – The following members were present: Tom Donek, Bob Janes, David Logan (via telephone), Scott Spickler, and Budd Simpson.

Also present were the following: Carl Uchtyl – Port Director (via telephone), and Dave Borg – Harbormaster (via telephone).

III. Approval of Agenda.

MOTION By MR.SPICKLER: TO APPROVE THE AGENDA AS PRESENTED AND ASK FOR UNANIMOUS CONSENT.

No Objection

IV. Approval of September 18th, 2014 Harbor Enterprise Fee Review Committee minutes.

The Committee wanted more time to review the minutes. The minutes were deferred to the next meeting for approval.

V. Action Item

1. Passenger-for-hire Fees (05 CBJAC 20.080)

- o The fee assessed to a person conducting passenger-for-hire activities at Douglas Boat Harbor, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.
 - Inspected vessel fees
 - 4/2006; 4/2005; 12/2005
 - Calendar year permit: \$300.00 plus \$1.10 per passenger each calendar day.
 - Uninspected vessel fees
 - 4/2006; 4/2005; 12/2005
 - Calendar year permit: \$50.00 per vessel plus \$15.00 per passenger seat.

Mr. Simpson said the discussion on the Passenger-for-hire fees began at the last meeting on September 18th. The Committee decided to break up the fee issues into manageable segments. The main purpose for tonight's meeting was to encourage patrons interested in the subject to come forward with suggestions.

Mr. Janes asked why Amalga Harbor launch ramp is not listed in the passenger-for-hire locations? The Amalga Harbor may someday be used by the commercial users as much as the other launch ramps.

Mr. Simpson said North Douglas is known to have a lot of commercial activity and it is also not listed in the regulation.

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Harbors Fee Review Committee Meeting Minutes
For Tuesday, September 30th, 2014

Mr. Janes said North Douglas is actually collecting a fee for passenger-for-hire activities currently.

Mr. Simpson asked if there is passenger-for-hire activities currently at Amalga?

Mr. Donek said there used to be kayak companies using this launch ramp. There is a separate kayak launch area so they don't use the regular launch area.

Mr. Uchytel said he does not know why Amalga Harbor is left out, and he is not aware of any commercial activity.

Mr. Simpson said we do know there is commercial activities at North Douglas. He suggested to add the North Douglas, Amalga launch ramp, and Echo Cove launch ramp to the list for the discussion.

Mr. Uchytel said the COEUR of Alaska does use the Echo Cove launch ramp in the winter for transportation to Kensington mine through a Commercial Use Permit.

Mr. Simpson said they have a different use than the passenger-for-hire activity that is currently being addressed.

Mr. Janes suggested to propose a new passenger-for-hire rate and have a discussion.

Mr. Donek read the expense sheet provided in the packet. Statter Harbor passenger-for-hire activities expense total is at \$149,525.

Mr. Simpson said those expenses are classified as operational expenses and does not include anything for the facility. There is no capitalization.

Mr. Janes said he does not agree that the Statter Harbor expense sheet is just for the passenger-for-hire activities. The fishing fleet also uses the restrooms, restroom supplies, and dumpsters. He said this expense total is high.

Mr. Uchytel said his rationale for the staff is that if we didn't have approximately 70,000 passenger-for-hire activities, one Harbor Officer, one Harbor Technician and one Administrative Assistant would not be needed.

Mr. Simpson said the passenger-for-hire users do not have as much impact on the garbage expense as the commercial fisherman or recreational users have.

Mr. Janes said he only has a very small garbage bag at the end of the day from his passenger-for-hire activities. He said the garbage is used, but not much from the passenger-for-hire users.

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Mr. Donek asked if the \$45,000 on the expense sheet for garbage, port-a-potties, and supplies, and the \$105,000 for staff is the total expense for Statter Harbor.

Ms. Scovill said that is the total expense for port-a-potties, supplies and garbage for the months listed for Statter Harbor.

Mr. Donek said some of that use is by different users.

Mr. Simpson said port-a-potties were installed specifically for the passenger-for-hire activities.

Mr. Janes said he agrees that the port-a-potties is mostly passenger-for-hire expense.

Mr. Simpson said Statter Harbor has sufficient regular restrooms for the fisherman and recreational users. Staff was directed to provide an expense sheet on the expenses at Statter Harbor, the Committee now needs to determine how much the different users use the port-a-potties, garbage, and restroom supplies. He said he would suggest for the passenger-for-hire expenses: port-a-potties - \$9,304, garbage-\$5,000, Restroom supplies, \$4,000, staff - \$105,000 with a rough total of \$125,000.

The Committee discussed the revenues collected for FY14.

Mr. Janes proposed to add the same \$1.10 per passenger fee for the six pack vessels like it is for the inspected vessels.

Mr. Simpson said the six pack vessel passengers are using the same as the inspected vessel passengers so there should not be a different fee structure.

Mr. Spickler asked why the difference in the seat fee from FY13 to FY14?

Ms. Scovill said she was unsure.

Mr. Janes said Juneau Tours moved to Fisherman's Bend for FY14.

Mr. Donek asked if the Statter bus activity should be included in the revenues as off setting expenses.

The Committee discussed the Statter bus fees reporting and activities. The Committee decided to keep the fee structure the same. They are not certain if the fees will be raised at this time.

Mr. Donek said for the passenger-for-hire activities, the expense is \$50,000 more than the revenue.

Mr. Simpson said that would be one reason for the increase, but to also look into the six pack vessel fees. Should the six pack vessels be paying \$1.10 per passenger the same as the inspected vessels?

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Mr. Janes said he estimates if the six pack vessels paid the \$1.10 per passenger fee, Statter Harbor would generate \$40,000 more in revenue over a season.

2. Public Participation

Dean Murayama (via telephone), said he uses the ABLF once every five days with about 16 people. He asked if they are required to pay a per seat fee, if they take four people out in a six pack vessel are they going to have to pay for six seats?

Mr. Simpson said this would only be on the actual seat usage. The per person fee may go up at the same time. He said the Committee is trying to make the fee structure fair.

Mr. Juergens said he has a hard time believing the passenger-for-hire requires three Harbor staff. He said if Docks & Harbors is going to raise fees, it shouldn't be to close the \$50,000 deficit, but to generate funds for a specific project down the road. He said the passenger-for-hire vessels are paying for the services they are receiving.

Mr. Donek said he would like staff to inform the Committee what the staff expense is for.

Mr. Spickler said he thought the staff expense was what Mr. Borg determined was for the passenger-for-hire activities.

Mr. Simpson said the passenger-for-hire staff requirement is a component of the seasonal staff, but not the whole thing.

Mr. Janes said he is unsure how much staff time is going into the passenger-for-hire activities. He suggested during the summer this should be divided into thirds. It should be passenger-for-hire users, Commercial fisherman, and recreational users.

Mr. Donek asked to have Mr. Borg and Mr. Unruh at the next meeting to tell the Committee how the staff expense was determined.

Dennis Watson, Juneau, AK, he said the inspected vessels have a greater impact because they bring a greater number of passengers than the six pack vessels through the Harbor, and have a greater wear and tear on the facilities. He said he does not agree that it takes three full time seasonal employees for the passenger-for-hire activities. He commented on the Statter Car Parking daily use on the revenue sheet in the packet. He said there are double invoices, but only a small revenue increase.

Mr. Simpson said because the staff component to the passenger-for-hire fee is questioned, the Committee will need to hear from staff on how they determined that three staff was needed for the passenger-for-hire activities. They will need to justify that number or come back with a lower number.

Mr. Janes asked if the administrative assistant was billing all patrons?

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Mr. Donek said he is not assuming that the three staff on the expense sheet are just dedicated for the passenger-for-hire activities.

Mr. Simpson said this is 3/7 of the staff that work at Statter Harbor in the summer season. Is it really 3/7? He said there is one that you can justify and a part of others. It is hard to determine a number on a per passenger fee until we determine the actual staff expense.

Mr. Janes said Mr. Juergens made a good point that people in the Industry would like to see their fees go to fund a parking and loading zone area for the inspected and uninspected vessels. Could some of the funds be dedicated to leverage the money to get rid of some of the congestion?

Mr. Donek said he doesn't want anyone to get the impression that an increase in the passenger-for-hire fee money will be put into a dedicated fund. Any additional funds received would be used on different expenses that come up.

Mr. Simpson said we should be able to get some marine passenger fees for the loading zone area at Statter, and those funds sometime come with a need for matching funds. It is important to have a reserve for this purpose, but Docks & Harbors cannot dedicate an increase just for a loading zone project at Statter Harbor.

Mr. Juergens said Fisherman's Bend is going to have a per passenger fee for the passenger-for-hire patrons next year. There was no fee in the past. There may be more user groups come back to Statter Harbor next year.

Mr. Spickler asked if each six pack vessel just pays \$140.00 per year?

Mr. Juergens said yes.

Mr. Spickler said that is a bargain.

Mr. Juergens said there is a variety of six pack vessel users that impact the Harbor in different ways. It would probably still be fair to charge the same as the inspected vessels.

Mr. Murayama said \$140 a year is what he has been paying for a six pack vessel. He also said that is a bargain. His business impact to the facilities is very minimal. He is waiting to hear what the Committee is going to propose for a new fee schedule.

Mr. Juergens said currently it is easy to pay a flat fee and you're done for a six pack vessel, but reporting monthly for the inspected vessels is a pain.

Mr. Simpson said that was probably the rationale when this fee was implemented that these are small operators and they don't have an accounting department. The one time fee was easy and it didn't cost so much as to drive them out of business. He said he is looking at a modest

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annual fee and a daily per passenger fee for actual auditable usage. This number needs to be based on something approaching the expense fee.

Mr. Donek said comparing the \$140 to the \$90 launch ramp permit shows this fee should be adjusted.

Mr. Juergens said it is hard for the Harbor staff to identify who is a chartered vessel. A patron may be operating as a passenger-for-hire, but they don't know they need to register with the Harbor. Looking at the revenue for FY14 provided by staff, it looks like some of the six pack vessels may not be reporting.

Mr. Simpson said this could be an enforcement problem.

Mr. Watson suggested the US Coast Guard moorage be reported under the Statter Harbor revenue.

Mr. Donek recommended to wait on deciding on a fee increase until Mr. Borg or Mr. Unruh are able to attend a meeting and tell the Committee how they came up with the expense for staff.

Mr. Logan said he agreed to not just attach a number tonight, but to determine if the per passenger fee will be universal.

Mr. Simpson said the direction the Committee is going is to still have a passenger fee and have the uninspected and inspected passenger fee the same, but not decide on any numbers tonight.

Mr. Donek recommended the uninspected vessel fees come closer to the inspected vessel fees.

Mr. Janes recommended to start out slowly with a \$.25 increase, and to have the uninspected vessels report the same as the inspected vessels. He also recommended to have the CPI apply to these rates for a gradual increase annually.

Mr. Watson asked why the passenger-for-hire fees are not added to the downtown revenue?

Ms. Scovill said that will need to be added to the downtown revenue.

Mr. Simpson recommended to wait until the Committee receives more information before deciding on anything more tonight.

VI. Discussion Item

1. Auke Bay Loading Facility

- Fee for delivery and sale of fuel at (05CBJAC20.175)
 - 12/2009
 - Fee assessed on each gallon of fuel sold to a vessel using the Auke Bay Loading Facility for fueling a vessel.

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- A fee of \$0.05 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.
- Auke Bay Loading Facility (05 CBJAC 45.050)
 - 10/2007
 - ABLF FAQ
 - Staging
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 - Landing Craft Loading Ramp Use
 - Drive Down Use Fees
 - Crane use Fees

Mr. Simpson said this is a \$.05 fee assessed for fueling vessels.

Mr. Janes said he will need to know what the expenses are at this facility?

Mr. Donek recommended staff provide the Committee with the expenses and also to not raise the \$.05 per gallon when there is \$.05 per gallon fee at the Statter Harbor fuel dock.

Mr. Janes recommended to post the fees and rules so the public knows.

Mr. Spickler asked if this is on the honor system?

Ms. Scovill said yes.

Mr. Juergens said he would like to follow the rules at the Auke Bay Loading facility, but he doesn't know them. He has a key card to get through the gate, and use the crane, but he is unsure what he needs pays for.

Mr. Janes recommended to have a published fee schedule for the ABLF and definitions on what the fees apply to.

Mr. Spickler said there needs to be better enforcement and a system that everyone understands.

Mr. Juergens recommended to have a key card system that you swipe your card when you use an area and you get billed for that usage.

Mr. Simpson said this area is not generating a lot of revenue because this area is unmanned.

Mr. Spickler recommended to develop a system with the help of staff for users to be accountable for use at the ABLF.

Mr. Simpson asked Ms. Scovill to provide the tariff sheet for the per item fee for all of the ABLF for the next meeting.

Question: Is there a separate key card for the restrooms at Statter Harbor, and is there a fee?

VII. Adjournment - The meeting adjourned at 6:38 pm.

ABLF Usage Fees Regulations

- **05 CBJAC 45.050 - Auke Bay Loading Facility.**

(a) *Definition of the Facility.* The Auke Bay Loading Facility is located on Lot 1 of Alaska Tidelands Survey 201 and the adjacent municipal tidelands within Auke Nu Cove in Auke Bay, Alaska. The facility is comprised of improved upland staging and parking areas, a landing craft loading ramp, a trestle and drive-down gangway, a heavy duty float, and associated improvements. This regulation establishes standards for use of the Auke Bay Loading Facility by the public. A map and diagram of the facility is available from the Harbormaster.

(b) *Uses Allowed Without Prior Approval.* The owner or operator of a vessel that is actively engaged in the loading or unloading of gear, stores, cargo, or crew onto, or off of, their vessel may use the facility without obtaining approval from the Harbormaster. This subsection does not apply to the loading or unloading of freight, materials, or products intended for resale at another destination.

(c) *Uses Requiring Prior Approval.* Except when engaged in an allowed use listed in 05 CBJAC [45.050\(b\)](#), a person must obtain approval from the Harbormaster prior to using the facility. The Harbormaster may establish procedures for administering this provision.

(d) *Overnight Moorage Prohibited.* No overnight moorage is permitted at the facility unless approved by the Harbormaster.

(e) *Uplands Parking.* The Harbormaster shall designate parking spaces in the uplands and establish rules for their use. All persons using the facility shall park in designated spaces in accordance with the rules established by the Harbormaster.

(f) *Parking for Drive-Down Gangway and Float.* Only vehicles that are associated with the activities of a vessel moored at the drive-down gangway and float are allowed to drive onto the drive-down gangway and float. Persons shall position vehicles so they do not obstruct the use of the gangway or float by others. The Harbormaster may establish additional rules for the control and use of vehicles on the drive-down gangway and float.

(g) *Staging.* Staging means the temporary placement of materials or goods at the facility that are associated with the activities of a vessel using the facility. The Harbormaster is authorized to designate staging areas and establish rules for their operation. Persons shall only stage goods or materials in designated areas in accordance with the rules established by the Harbormaster. Operators shall pay fees for staging as set out in 05 CBJAC [20.070\(d\)](#).

(h) *Storage.* Storage means the placement of materials or goods at the facility that are not associated with the activities of a vessel using the facility. The Harbormaster is authorized to designate storage areas and establish rules for their operation. No storage is allowed on the drive-down gangway or float. Persons shall only store goods or materials in designated areas in accordance with the rules established by the Harbormaster. Operators shall pay fees for storage as set out in 05 CBJAC [20.130](#)

(i) *Landing Craft Loading Ramp Use.* Operators must reserve use of the landing craft loading ramp and associated staging area and obtain approval from the Harbormaster. Operators shall comply with applicable federal and local requirements concerning the loading of designated dangerous and hazardous cargos. The Harbormaster may establish additional rules for operation of the loading ramp and staging area. Operators shall pay fees for use of the loading ramp and associated staging area as set out in 05 CBJAC [20.070](#)

(j) *Drive-Down Use Fees.* Notwithstanding any fee provision listed in 05 CBJAC 15 and 20, and 30, operators shall pay fees for use of the drive-down gangway and float as follows:

(1) The owner of a vessel that ties up to the float shall pay daily moorage fees for each calendar day or portion thereof that the vessel remains affixed to the float, except that an owner may use the facility for up to four hours on any calendar day without incurring moorage charges provided they have paid moorage charges at another CBJ harbor or port facility for the calendar day they will be using the facility.

(2) Persons using shorepower shall pay daily fees for shorepower access as set out in 05 CBJAC 30 if the person has not paid daily fees for shorepower access at another CBJ harbor or harbor facility for the period of time that they will be using shorepower. Persons must obtain shorepower credentials from the Harbormaster in order to access shorepower.

(3) Persons delivering or selling fuel shall register with the Harbormaster and pay fuel use fees as set out in 05 CBJAC [20.175](#). This subsection does not apply to persons using the landing craft loading ramp and paying freight use fees as set out in 05 CBJAC [20.070](#)

(k) Crane Use Fees. All persons using the fixed cranes on the drive-down gangway and float must obtain access credentials from the Harbormaster and comply with the provisions set out in 05 CBJAC 20.110. The Harbormaster is authorized to establish additional rules for operation of the cranes.

(l) Work Practice Standards. In addition to the specific requirements set out 05 CBAC 50.020 and 030, all persons using the facility must comply with the following work standards:

(1) Persons must protect the facility from damage. In the event a person damages the facility, the person is financially responsible for repairing the damage to the satisfaction the Harbormaster. The Harbormaster may require damage bonds from users if necessary to assure financial responsibility.

(2) Persons must take reasonable precautions to prevent dust, debris, or other contaminants from entering the waters or being deposited upon the facility or the property of others at the facility.

(3) Persons must conduct operations in a orderly and neat manner.

(4) Persons must not unreasonably obstruct the operation of others at the facility.

(5) Persons conducting commercial operations at the facility must maintain general liability commercial insurance with a minimum coverage of \$1 million naming CBJ as additional insured. The Harbormaster is authorized to require proof of insurance from commercial operators. Operators that are unable, or refuse, to provide proof of insurance are not allowed to use the facility.

(6) Persons undertaking projects that generate solid waste refuse shall not use the public dumpsters at the facility unless arrangements have been made with the Harbormaster to pay appropriate disposal fees.

(m) Enforcement. Violation of any provision of this regulation constitutes an infraction and is enforceable as set out in the applicable provisions of CBJ Ordinance 3.30. In cases of negligent or unsafe operation, non-payment of fees, or similar situations, the Port Director may prohibit a person from using the facility.

(Added 10-15-2007, eff. 10-23-2007; Amended 12-14-2009, eff. 12-22-2009)

- **05 CBJAC 15.110 - Boom truck usage fee.**

(a) Definition. The charge assessed for obtaining full boom truck services as provided by the CBJ Docks and Harbors Department.

(b) Basis for charge. The charge assessed will be at the rate of \$120.00 per hour for the first hour, and \$60.00 per 30 minutes thereafter.

(Amended 3-5-2012, eff. 3-14-2012)

- **05 CBJAC 20.070 - Fees for commercial use of boat launches.**

(a) Definition. The fees assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch for any type of commercial use.

(b) Annual fee. A commercial user of the launch ramps must pay an annual fee prior to using a launch ramp each calendar year as follows:

\$ per calendar year	\$225.00
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- **(c) Freight use fee.** In addition to other fees set out in 05 CBJAC 20, a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel. A person may pay the personal use freight fee set out in this subsection if the freight use is limited to non-commercial use. All other persons must pay the commercial use fee. The harbormaster shall assess freight use fees by duration of use per calendar day as follows:

Commercial Use Fee	Up to ½ hour: \$30.00 Over ½ hour: \$30.00 + \$1.50 for each minute beyond ½ hour
Personal Use Fee	Up to ¼ hour: no charge Over ¼ hour: \$15.00 per half-hour of use beyond ¼ hour with \$15.00 minimum charge

(d) Freight staging fee. A person staging freight shall pay a fee of \$25.00 per 24-hour period per 1,000 square feet of staging area space or portion thereof used, except when the staging operation is less than four hours in duration.

(e) Special fee for launch ramp tour activities. Persons using the launch ramps for tour activities are subject to additional fees established through the permit program established in 05 CBJAC 01.

(Amended 4-11-2005, eff. 4-19-2005; Amended 1-9-2006, eff. 1-17-2006; Amended 3-5-2007, eff. 3-13-2007; Amended 12-14-2009, eff. 12-22-2009; [Amended 7-15-2013, eff. 7-23-2013](#))

- **05 CBJAC 20.110 - Crane use fees.**

(a) Definition. The fees assessed to a person for using a hydraulic crane at one of the CBJ Docks and Harbor Department facilities.

(b) Crane use requirements. A person must obtain approval from the Harbormaster before using a hydraulic crane. Crane use fees must be paid in advance. A person may reserve use of the crane. Payment of the crane use fee is required to obtain a reservation. The Harbormaster will require a person using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.

(c) Crane use fees. Crane use fees will be assessed at the rate of \$0.25 per minute.

(Amended 4-11-2005, eff. 4-19-2005; Amended 9-21-2009, eff. 9-30-2009)

- **05 CBJAC 20.130 - Storage fees.**

A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.

(Amended 4-11-2005, eff. 4-19-2005; Amended 7-17-2009, eff. 7-24-2009; Amended 5-19-2010, eff. 5-31-2010)

- **05 CBJAC 20.140 - Staff labor fees.**

When required in the furtherance of duties set out in CBJ Ordinance [Title 85](#), harbor regulations and rules, fees for services of Docks and Harbors Department staff will be assessed as follows:

- (1) \$60.00 per hour for each staff person with a one-hour minimum charge per staff person;
- (2) \$5.00 per foot of silhouette vessel length when moving a vessel; and
- (3) The actual cost of contracted services, supplies or materials plus a ten percent mark-up.

(Amended 4-11-2005, eff. 4-19-2005)

- **05 CBJAC 20.175 - Fee for delivery and sale of fuel at the Auke Bay Loading Facility.**

(a) Definition. Fee assessed on each gallon of fuel sold to a vessel using the Auke Bay Loading Facility for refueling a vessel.

(b) A fee of \$0.05 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.

(c) Retailers selling fuel shall register with the Harbormaster. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.

(Added 12-14-2009, eff. 12-22-2009)