

**CITY OF HOMER
HOMER, ALASKA**

Lord/
Port & Harbor Advisory Commission

RESOLUTION 24-057

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE HOMER PORT AND HARBOR TERMINAL TARIFF
NO. 1 TO EXTEND THE HARBOR MOORAGE EXEMPTION FOR WORK
SKIFFS THROUGH 2024

WHEREAS, Ordinance 24-09 adopted various revisions to the Homer Port and Harbor
Terminal Tariff No. 1 with the support of the Port and Harbor Advisory Commission (PHAC),
including the removal of a moorage exemption applied to work skiffs; and

WHEREAS, Numerous commercial fishermen testified to the PHAC to express that this
policy change comes at a difficult time for the fleet with historic challenges within the
commercial fishing industry; and

WHEREAS, The PHAC supports the policy change while acknowledging the difficult
timing and moved to recommend that the Council postpone this change to the work skiff policy
until 2025; and

WHEREAS, Homer City Code 10.04.035 states that the Port and Harbor Terminal Tariff
No. 1 may be amended from time to time by resolution of the City Council.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, amends the
Port and Harbor Terminal Tariff No. 1 as follows:

28.03. *APPLICATION OF RATES/WORK SKIFFS* – Until December 31, 2024, properly
registered seine skiffs or work skiffs attached to the mother vessel are not
subject to these moorage rates. Work skiff is defined as a boat that is usually
carried on the deck or super structure of the mother vessel and is regularly used
in the commercial enterprise of the mother vessel. When work /seine skiffs are
moored with the mothership, the combined length overall or beam may not
exceed the allowed criteria for the size of stall. If it does exceed, the skiff must
be moved to a transient area and moorage fees will apply.

PASSED AND ADOPTED by the Homer City Council this 13th day of May, 2024.

CITY OF HOMER



KEN CASTNER, MAYOR

45 ATTEST:

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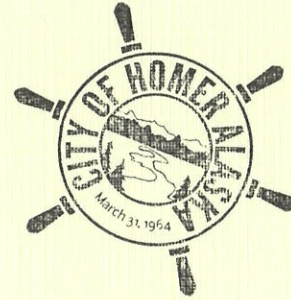
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Renee Krause
RENEE KRAUSE, MMC, ACTING CITY CLERK

Fiscal note: N/A





MEMORANDUM

Resolution 24-057, A Resolution of the City Council of Homer, Alaska, Amending the Homer Port & Harbor Terminal Tariff No. 1 to Extend the Harbor Moorage Exemption for Work Skiffs through 2024. Lord/Port & Harbor Advisory Commission

Item Type: Backup Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: May 13, 2024
From: Councilmember Lord

Thank you for considering Resolution 24-057, Amending the Homer Port & Harbor Terminal Tariff No. 1 to Extend the Harbor Moorage Exemption for Work Skiffs through 2024. Back in March, members of the commercial fishing seining fleet started to receive notice that as of February 13, 2024 work skiffs would be charged for moorage. This followed the Council's passage of the Tariff amendments, which the Port and Harbor Advisory Commission had recommended, in Ordinance 24-09. Previously, work skiffs have been exempted from paying harbor moorage. The tariff change we approved removed that exemption, and meant that all work skiffs would be treated as an independent vessel if it's in the water (vs. being carried on another vessel, see photos to the right for examples) and charged transient moorage fees. The updated tariff policy has not been implemented yet. For a point of context, in 2023 there were 1,406 nights of moorage exempted for work skiffs (data provided by Harbor staff).



At the last PHAC meeting, numerous fishermen testified about this new charge and expressed concerns with the timing and the current challenges facing the fishing industry. PHAC members discussed the issue and unanimously agreed that while they still believe the change is a good move, the implementation should be postponed to January 2025 in response to the public's concerns.

Personally, I agree with the PHAC and believe the tariff update we approved is a responsible move. As a public facility, it is important to apply our rates fairly across the board. I also agree with the PHAC that it is reasonable to delay the implementation to January 1, 2025. This and other conversations like it will continue to be on the table. Nearly every coastal municipality in the state is constantly grappling with how to cover the costs of operating and maintaining incredibly expensive maritime infrastructure in our

harbors. This APRN article from January 2024 is a great overview of the challenge we're all facing:
[Alaska's harbors grapple with rusty piling and rising costs](#)

Recommendation:

Consider passing Resolution 24-057 to extend the exemption on work skiffs through December 31, 2024.

Attachment:

Excerpt of Commission Unapproved Meeting Minutes for April 24, 2024

Excerpt from the Unapproved Meeting Minutes

April 24, 2024

Port & Harbor Advisory Commission

10. NEW BUSINESS

PITZMAN/VELSKO MOVED TO MOVE DISCUSSION OF WORK SKIFF EXEMPTION TO BEGINNING OF NEW BUSINESS.

VOTE: NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

10.A. Work Skiff Policy

Commissioner Pitzman shared that the tariff rewrite began in the spring of 2023 and was implemented before immense public comment. He shares that with the large number of comments from this meeting from the public that he felt the topic to be reconsidered with the commission due to the current state of the industry.

PITZMAN/VELSKO MOVED TO RECOMMEND POSTPONEMENT OF THE IMPLEMENTATION OF THE WORK SKIFF POLICY FOR THE PORT AND HARBOR TARIFF TO 2025.

Ms. Woodruff asked a clarifying question for Commissioner Pitzman if this was a postponement through 2025 to begin in 2026. Commissioner Pitzman confirmed that this movement is to be postponed to the end of 2024 and to be implemented in 2025. He added clarifying comments that the work skiff policy is to include all work skiffs and not just seine skiffs but would like to be responsive to public comments.

Commissioner Zeiset agreed with continuous discussion for policy change and postponing the policy change to the end of the year.

Commissioner Velsko agreed with Commissioner Pitzman's comment and that she is aware of the high cost of the commercial fishing industry.

Commissioner Friend supports the tariff change as well as postponing the policy change and was appreciative of the public comment received. He also commented that staff works hard to upgrade the harbor with limited funds but acknowledged the policy change was bad timing. However, he noted that the Homer Harbor is too small for the activity that takes place and that the policy change wasn't any animosity towards the commercial fishing business.

VOTE: NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.