



Gina Dearth  
Port Manager

# Oregon South Coast Ports Coalition

## Intergovernmental Agreement



PORT  
of  
BROOKINGS  
HARBOR

Ted Fitzgerald  
Executive Director

The Oregon South Coast Ports Coalition is made up of the shallow draft ports located on Oregon's south coast: The Port of Brookings Harbor, the Port of Gold Beach, and the Port of Port Orford, all located in Curry County; the Port of Bandon and the Oregon International Port of Coos Bay's Charleston Marina, both located in Coos County; the Port of Umpqua including Salmon Harbor Marina, located in Douglas County; and the Port of Siuslaw, located in Lane County.



Michael Dunning  
Harbormaster

The common challenges, and resulting issues faced by the Coalition include but are not limited to the following:

### *Port of Gold Beach*



Debbie Collins  
Port Manager

Remote locations of the Coalition members place them distant from both population centers and maritime commerce harbors impacting the affordability of; a) maintenance dredging of their boat basins and other managed waters; b) a variety of specialized and necessary contracted services, and c); reasonable access to other integral marine industry equipment. These services are often available only at costs significantly greater than similar services available in more populated regions such as the lower Columbia River with its broad scope of deep draft-navigation channels.

### *Port of Port Orford*



Gary Anderson  
Port Manager

As a result of increasing funding shortfalls, the Coalition members are, to varying degrees, becoming limited use ports, as boat basins and navigable waterways become shallow and silted in from estuary runoff and ocean sediment migration. These ongoing impacts to limited use ports stifle the ability of Coalition members to meet the financial demands associated with necessary and required boat basin and waterway maintenance and often result in additional facilities being forced out of service.



Charmaine Vitek  
Port Manager

The majority of the Coalition members' shallow-draft port facilities are located with or adjacent to small communities and within limited local population centers. The positive economic impact of these ports is integral to the survival of these small communities since the ports, and the commercial activities they generate, are in many instances the primary economic drivers for the communities in which they are located.



PORT OF SIUSLAW  
Robert Forsythe  
Port Manager

Current fiscal and legislative challenges at the federal level have severely limited the funding available to the U.S. Army Corps of Engineers, which funding is necessary to maintain and manage shallow-draft navigation systems throughout the United States. Federal funding priorities are currently focused on high and moderate use maritime commerce harbors and waterways.


Collectively, the Coalition members own and maintain a variety of equipment used to maintain facilities owned and/or operated by the coalition members. One goal of this Intergovernmental Agreement is to create a process through which members can access and utilize equipment owned by other Coalition members for use at another Coalition member's port, and which will also include provisions for reasonable reimbursement to a Coalition member for use of equipment and for reasonable maintenance of the equipment. An additional goal of this Agreement is to provide foundational framework for the potential cooperative use of equipment owned or provided by entities outside of the Coalition.


Many of the Coalition member ports are deemed Harbors of Refuge for mariners, primarily commercial fishing fleets and recreational boaters along the Pacific Northwest coast of the United States. A majority of the coalition member ports have U.S. Coast Guard facilities in the harbor areas, which provide timely search and rescue, and related marine safety and security services, for the geographic areas served by Coalition port members.

The Coalition member ports agree to combine their efforts to address common problems and issues, and agree to act together whenever possible when contracting for goods and services. Where it is possible joint use of formal and informal solicitations should achieve savings through quantities of scale.

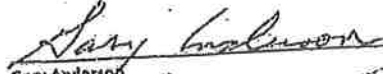
Coalition member ports commit to jointly communicate and represent the importance of the issues shared among members to their constituencies, legislative delegations and both state and federal agency representatives as appropriate:


SIGN AND AGREE ON THIS DAY Feb. 13, 2014

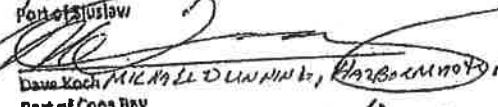
  
Ted Fitzgerald  
Port of Brookings Harbor

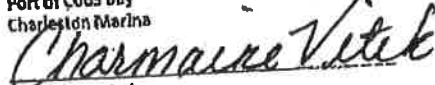
  
Gina Dearth  
Port of Bandon

  
Debbie Collins  
Port of Gold Beach

  
Gary Anderson  
Port of Port Orford

  
Robert Forsythe  
Port of Astoria

  
Dawn Koch  
Port of Coos Bay  
Charleston Marina

  
Charmaine Vitek  
Port of Umpqua