



Pursuing Sustainable Economic Development Around Humboldt Bay

By
Pat Higgins
HBHRCD
Commissioner
Division 5

July 15, 2013

**Humboldt Bay Harbor, Recreation and Conservation District
Economic Development Committee Summary Report**

May-October 2009



Compiled by Commissioner Patrick Higgins

April 2010

Final Report April 2010

Economic Development Committee Formed in May 2009

- Why have an Economic Development Committee?
 - Explore potential for existing and new business opportunities in and surrounding Humboldt Bay
 - What are the opportunities?
 - What are the constraints?
 - Discussion and Ideas
 - Need to change land uses in planning processes?

Harbor District Economic Development Committee

Pat

Higgins

Mike

Wilson

Dan

Johnson

Larry

Oetker

Pete

Oringer

Lew

Litzke

Jacqueline

Debitts

Schneider

Dave

Steven

Pepper

J. Warren

Hockaday

Ted

Kuiper

Hawk

Martin

Leroy

Zerlang

Larry

Glass

Mike

Buettner

Dave

Borgeson

Randy

Gans

Susan

Rotwein

2009-2010 Action Plan Priorities

Short Sea Shipping or Marine Highway Development

Aquaculture Expansion

Light to Medium Industrial Development

Coordinate a Comprehensive Approach to Humboldt Bay Development

Improve Recreational Infrastructure and Opportunities that Promote Community Health and Boost Economic Development Related to Tourism

Maintain Sport and Commercial Fishing Access and Promote Increase of Sustainable Fishing Jobs

Repair and Modify Levees to Protect Against Sea Level Rise While Restoring Humboldt Bay's Ecology and Productivity

Marine Highway

Formerly known as “short sea shipping”, this transport mode can move goods at a fraction of fuel trucking costs. When gas goes over \$5/gallon this type of trade is favored and its economic advantage increases as fuel prices go up.

Two modes – Tug and barge or smaller container ships, such as those built in Europe.



PROPOSED: NEW MARINE HIGHWAY SHIPS MADE IN THE U.S.A.!



New ships will reduce fuel consumption & CO2 emissions by as much as 66%

Marine Highway Challenges

Needs government infrastructure investment so that all West Coast Ports have similar logistics

Will we be able to capitalize in an era of government scarcity?

Handling costs can be prohibitive for moving goods on and off ships (Labor agreements needed)

What would Humboldt export?

While there are a number of shipping facilities around Humboldt Bay, none are ideally configured for short sea shipping and the log trade.

Aquaculture – Oysters and Mussels

Aquaculture in Humboldt Bay has made a transition from bottom culture that required dredging. This greatly diminished environmental problems.



Rack Culture

Long-line Culture

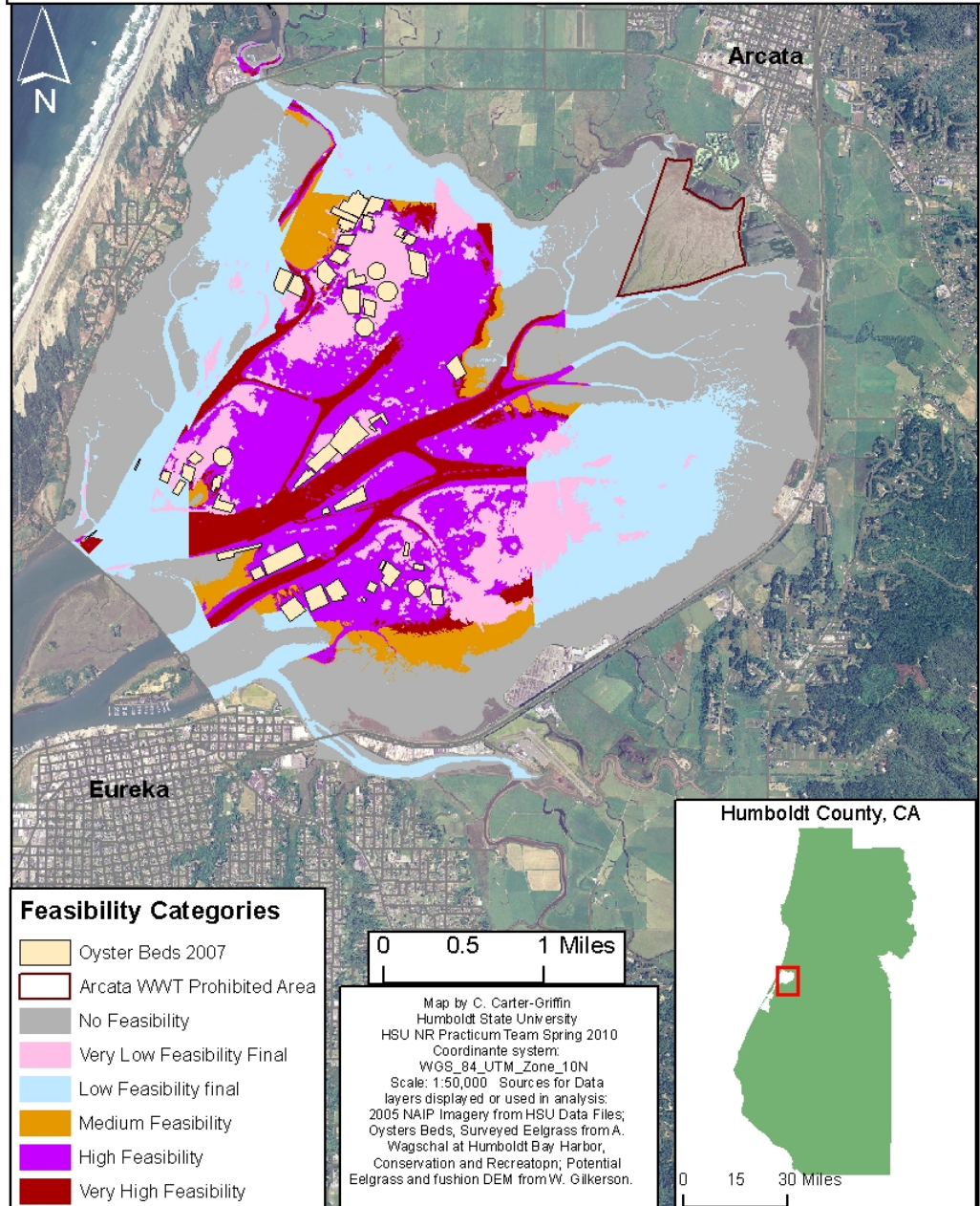
Aquaculture Expansion

Humboldt Bay Harbor District now has \$200,000 Headwaters Fund study underway to see what level of aquaculture expansion is sustainable.

Shore-side freshwater and salt water Aquaculture Park similar to Kona Hawaii is also under consideration for Samoa Peninsula.



Figure 5. North Humboldt Bay Mariculture Feasibility Categories



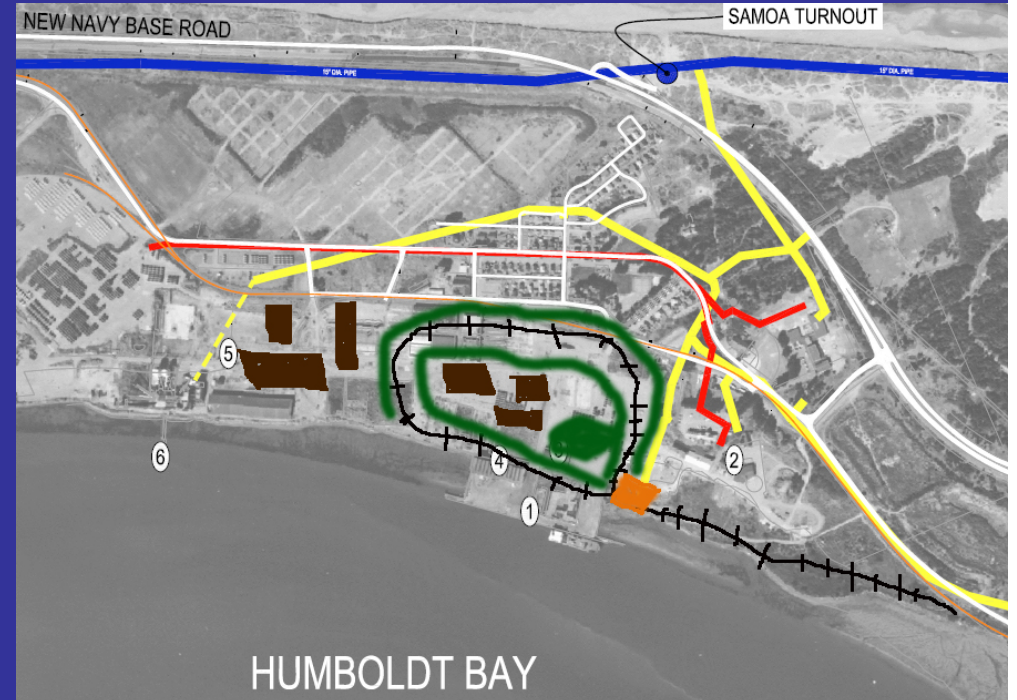
Light to Medium Industrial Marine “Dependent” Development

- Boat Building
- Lumber Products
- Prefabricated Construction Products
- Soil Products
- Biomass Products
- Container Repair
- Boat Repair
- Aquaculture
- Marine Products and/or Accessories
- Marine Apparel
- Wave Energy Support
- Wind Energy Support
- Paper Products
- Water Bottling
- Ship Scrapping
- Research



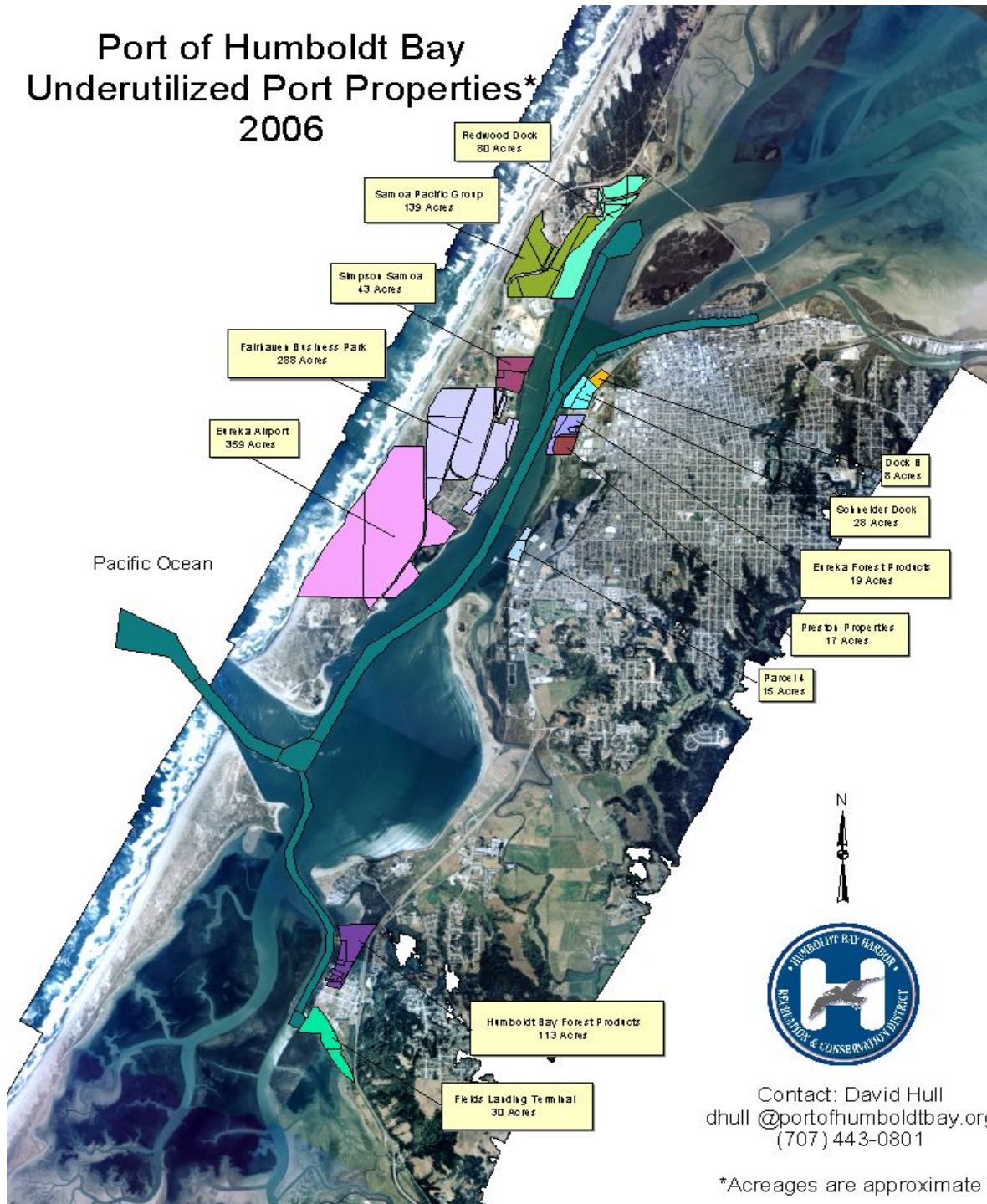
Redwood Dock and Light Industry

Old model is 200 jobs at
lumber shipping dock



Could have 300-400 jobs in light
industry incubator or site of
Redwood Dock and retain
compatibility with Samoa
redevelopment and museum
complex.

Port of Humboldt Bay Underutilized Port Properties* 2006



Contact: David Hull
dhull@portofhumbolddbay.org
(707) 443-0801

*Acreages are approximate

How can we diversify our economic base, maintain port capacity, and create more jobs without compromising the health of the Bay?

Port of Oakland
~ 5 miles of industrial waterfront
~ 900 acres associated industrial lands

Port of Humboldt
~ 4.5 miles of industrial waterfront
~ 1800 acres associated industrial lands

Should we be re-zoning to accommodate changes in use, if we have excess industrial capacity and no prospect of re-use?



Recreation

Bicycling

Walking/Hiking

Bird and Wildlife Watching

Kayaking

Fishing

Hunting

Historical Tourism

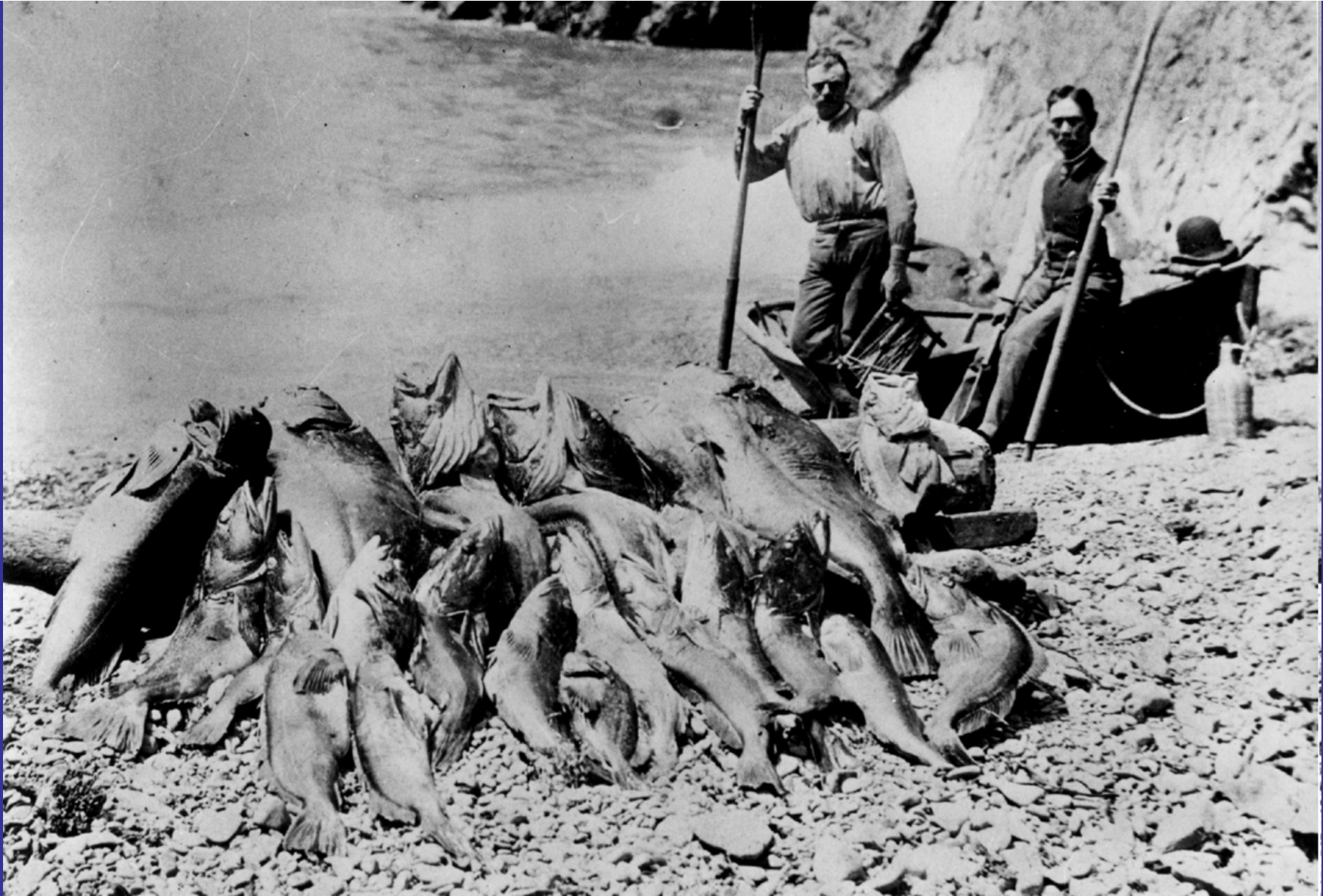
• Tourism

- 5,000 jobs and \$80 Million Annual
- They come from all over the World, from where fluctuates with the economy
- We build trail infrastructure for our community, quality of life and health
- Other people want to come share it (and don't mind paying)
- We could easily create another 1000 jobs in this sector with proper infrastructure investment



• Trails/Multi-Modal Transport

- Humboldt could save \$50 M annually on health costs
- Getting people out is good for the community
- Less gas burned = better environment
- Less \$ out of the County for energy
- People of least means have a way to get around



Maintaining and expanding access to fish stocks = jobs and better quality of life.

North Coast Regional Profile

* Were over 800 fishing jobs as recently as 1999 but now just over 300

- Fewer fisheries with bi-catch are now operated.
- Targeted fisheries like long lining for black cod could now be expanded.
- Access for sportfishing also helps with economic development and is important to quality of life.

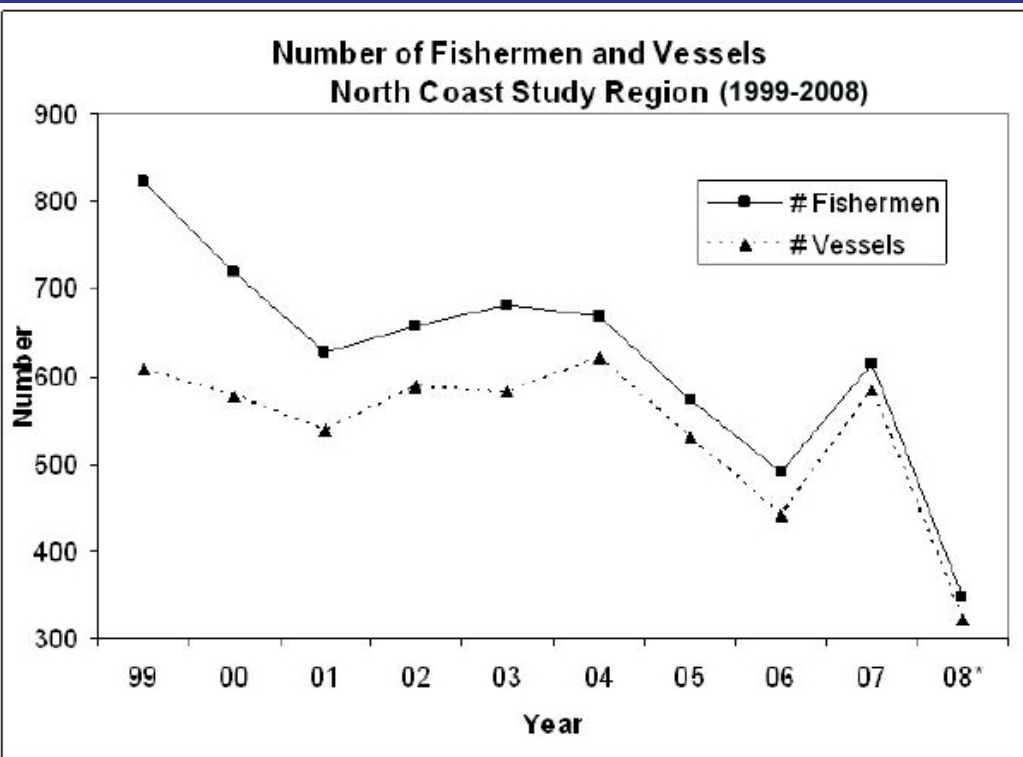


Table 5.3-1: Average annual commercial landings and revenue by county, 1999-200

Port Complex	Coastal County	Average Annual Landings (lb)	Average Annual Ex-vessel Revenue
Eureka ^a	Del Norte	5,732,041	\$11,398,116
Eureka	Humboldt	4,261,690	\$7,667,705
Fort Bragg	Mendocino	3,162,283	\$5,119,412
	All County Totals	13,156,015	\$24,185,233



Understand ocean ecosystem, protect fish stocks from over harvest, and maintain access in perpetuity.

Obtain baseline data and monitoring resources from Monitoring Enterprise in collaboration with Humboldt State University. Increase Pacific halibut quota.

Fiordland Marine Guardians

Beneath the Reflections



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Story of the Fiordland Marine Guardians



In 1995 a group of concerned local Fiordland users and community representatives formed the Guardians of Fiordland's Fisheries Inc, which later became the Guardians of Fiordland's Fisheries and Marine environment Inc. This group included commercial and recreational fishers, charter boat and tourism operators, environmentalists, marine scientists, community representatives and tangata whenua (Ngai Tahu).

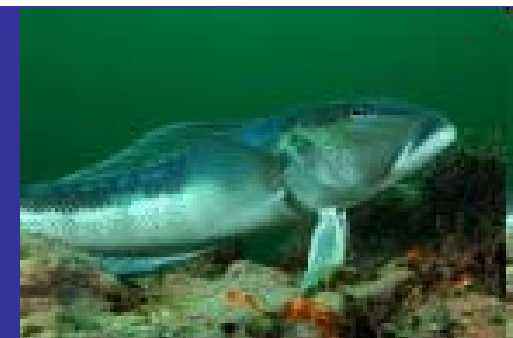
The formation of the Guardians of Fiordland was in response to concerns about the escalating pressures on the [Fiordland Marine Area](#) resulting from increasing human use, the need for improved integrated management of the area and a desire that the local community be more involved in the management of Fiordland's marine environment.

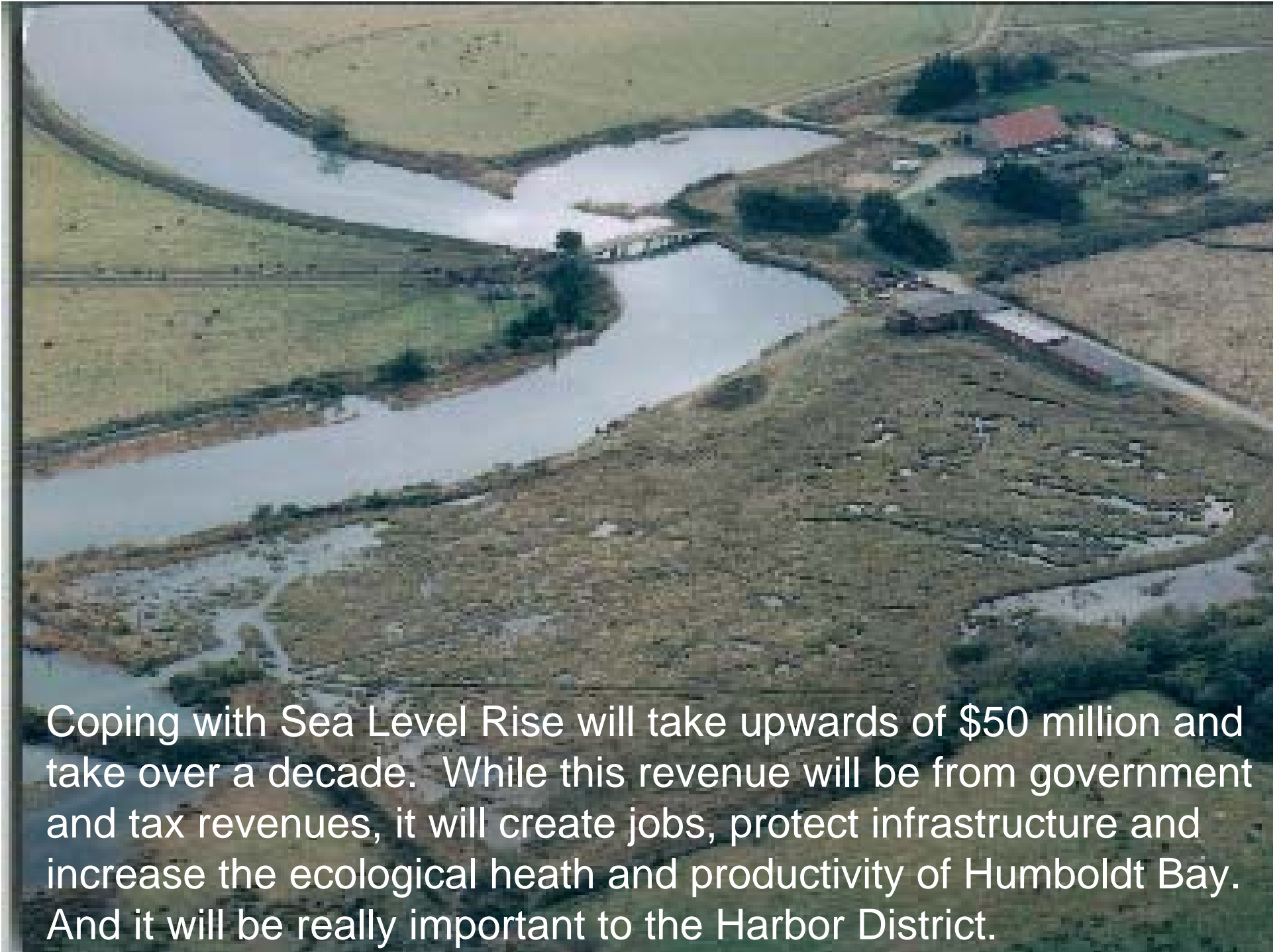
At their first meeting, the Guardians of Fiordland adopted the following vision:

That the quality of Fiordland's marine environment and fisheries, including the wider fishery experience, be maintained or improved for future generations to use and enjoy.



Stewart Bull, Chair of the Guardians and Oraka-Aparima Runanga representative.





Coping with Sea Level Rise will take upwards of \$50 million and take over a decade. While this revenue will be from government and tax revenues, it will create jobs, protect infrastructure and increase the ecological health and productivity of Humboldt Bay. And it will be really important to the Harbor District.

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In Diversity is Stability



Questions?