

Place: 55 International Drive – Board Conference Room

Watch Meeting Via Live Stream: https://townhallstreams.com/towns/pease_dev_nh

BOARD OF DIRECTORS' MEETING

AGENDA

- I. Call to Order:**
- II. Acceptance of Meeting Minutes: Board of Directors' Meeting of August 19, 2025 * (Ferrini)**
- III. Public Comment:**
- IV. Committees:**
 - A. Report:**
 - 1. Port Committee *
 - 2. Golf Committee *
- V. Old Business:**
 - A. Report:**

No Items to Report
- VI. Consent Agenda Items:**
 - A. Consent Agenda Approvals * (Conard):**
 - 1. Portsmouth International Airport at Pease – Fennick McCredie Architecture – Terminal Building Façade Improvements * **(Fournier)**
 - 2. Portsmouth International Airport at Pease – Flight Information Display System Gate Information Display System – Terminal Systems International, Inc. * **(Semprini)**
 - 3. Portsmouth International Airport at Pease - Airfield Snow Removal Rotary Broom Bristle Replacement – MB Companies, Inc. * **(Parker)**
 - 4. Pease International Tradeport – On-Call Electrical Service - Moulison Electric * **(Levesque)**
 - 5. Pease Development Authority - Legal Services * **(Ferrini)**
- VII. Finance:**

No Items to Report
- VIII. Licenses/Rights of Entry/Easements/Rights of Way:**
 - A. Report *:**
 - 1. Herb Gillan – Right of Entry – 119 Arboretum Drive

IX. Leases:

A. Report:

No Items to Report

X. Contracts:

A. Report *:

1. Pease Development Authority – WIN Waste Innovations – Exercise of Final One-Year Option
2. Portsmouth International Airport at Pease – Moulison Electric, Inc. – Emergency Electrical Repair

XI. Signs:

A. Report:

No Items to Report

XII. Executive Director:

A. Reports:

1. Golf Course Operations *
2. Airport Operations *
 - a) Portsmouth International Airport at Pease (PSM)
 - b) Skyhaven Airport (DAW)
 - c) Noise Line Report
 - (i) August 2025 *

XIII. Division of Ports and Harbors:

A. Reports:

1. Division of Ports and Harbors Facilities Report *
2. Commercial Mooring Transfer – Reynolds to Pollock *
3. Commercial Mooring Transfer – Lamprey to Devine *
4. Commercial Mooring Transfer – McNamara to Fisher *
5. Right of Entry – Roberts Energy, LLC – Bulk Fuel Deliveries *
6. Port Advisory Council Meeting Minutes of June 11, 2025 *

B. DPH Consent Agenda Approvals * (Levesque):

1. Reappointment of Captain Chris Holt a Class I Pilot * **(Conard)**
2. Pda 700 SLIP PERMITS; STATE-OWNED RESTRICTED PIERS Rules, Final Adoption * **(Fournier)**
3. Initial Proposed Amendment to the Schedule of Pilotage Fees and Pilotage Unit Rates * **(Semprini)**

XIV. New Business:

A. Report:

No Items to Report

B. Grant Applications Filed in August:

1. Division of Ports and Harbors – Homeland Security – Security Upgrades

XV. Special Event:

No Items to Report

XVI. Upcoming Meetings:

Audit Committee	October 14, 2025 @ 8:30 a.m.
Board of Directors	October 21, 2025 @ 8:30 a.m.
Noise Compatibility	October 21, 2025 @ 6:30 p.m.

All Meetings begin at 8:30 a.m. unless otherwise posted.

XVII. Directors' Comments:

XVIII. Adjournment:

XIX. Press Questions:

XX. Consultation with Counsel:

*	Related Materials Attached
**	Related Materials Previously Sent
***	Related Materials will be provided under separate cover
+	Materials to be distributed at Board Meeting
	Confidential Materials

MOTION

Director Ferrini:

I make a motion to accept the meeting minutes of the Board of Directors' meeting held on August 19, 2025.

N:\RESOLVES\2025\Approve Minutes 8-19-25 (9-16-25).docx

**PEASE DEVELOPMENT AUTHORITY
BOARD OF DIRECTORS' MEETING
MINUTES**

Tuesday, August 19, 2025

Presiding: Steve Duprey, Chairman
 Present: Neil Levesque, Vice Chair; Thomas G. Ferrini, Treasurer; Steve Fournier; Susan B. Parker, and Brian Semprini
 Absent: Karen Conard
 Attending: Paul E. Brean, Pease Development Authority ("PDA") Executive Director; Anthony I. Blenkinsop, Deputy Director / General Counsel; Josh Wyatt, Deputy General Counsel; Suzy Anzalone, Director of Finance; Scott DeVito, Golf Course General Manager; Michael R. Mates, Director of Engineering; Jared Sheehan, Assistant Director of Engineering and Environmental Compliance; Richard Hartley, Acting Director of Ports and Harbors; Tom Maciel, Operations Manager, Division of Ports and Harbors; Chasen Congreves, Business Development; Andrew Pomeroy, Manager of Aviation Compliance & Safety; Greg Siegenthaler, IT Director; and Raeline A. O'Neil, Executive Administrative Assistant
 Minutes Prepared By: Raeline A. O'Neil, Executive Administrative Assistant

AGENDA

I. Call to Order:

Chairman Duprey ("Duprey") called the meeting to order; the meeting commenced at 8:30 a.m.

II. Acceptance of Meeting Minutes: Board of Directors' Meeting of June 17, 2025

Director Ferrini moved the motion and Director Parker seconded to accept the meeting minutes of the Board of Directors' meeting held on June 17, 2025.

Discussion: None. Disposition: Resolved unanimous vote (6-0) for; motion carried.

III. Public Comment:

Duprey spoke to public comment being kept to three minutes per speaker.

Sandell Morse – Spoke against the ICE flights going in and out of Portsmouth International Airport at Pease ("PSM"), not sure what can be done regarding the ICE flights due to federal government controlling a lot of [PDA].

Duprey provided background how Pease International Tradeport was acquired, spoke of the controls and regulations by FAA at the Tradeport from the land transfer and the potential repercussions with federal aid eligibility affecting not only the PDA, but the surrounding communities and the State.

PDA can only utilize Tradeport revenue for use at PSM and Tradeport, it is prohibited to use Tradeport funds to support Division of Ports and Harbors ("DPH") facilities, leaving PDA and its Board with strict regulations to follow. Therefore, any licensed plane (private or public, not banned from US airspace) authorized by FAA must be allowed to land, be serviced, and to take off, at PSM.

Rep. Seth Miller – (Strafford County 21) spoke against the ICE flights in and out of PSM and suggested PSM implement guidelines with respect to these flights. Further spoke in favor of FBO competition at PSM.

Ari Magivula - Spoke against the ICE flights in and out of PSM and NH's motto of "Live Free or Die".

Chuck Rhoades - Spoke against the ICE flights in and out of PSM and urged Board to speak against the use of the airport by ICE.

Don Cavallaro - Spoke against the ICE flights in and out of PSM and it is wrong to put profits over people.

Astrida Schaeffer - Spoke against the ICE flights in and out of PSM and zero due process.

Kathleen Slover – Provided online petition requesting to end use of PSM for ICE flights; Board is influential and asked to relay the message to FAA and NH Congressional delegation to stop ICE flights at PSM immediately.

Jo Jordon - Spoke against the ICE flights in and out of PSM and to halt the wrongs happening.

Judith Castle - Spoke against the ICE flights in and out of PSM; asked Board members to exert influence on the matter being discussed.

Hilary Clark - Spoke against the ICE flights in and out of PSM, families being torn apart and the number of weekly ICE flights at PSM.

Cora Quisumbing-Kint - Spoke against the ICE flights in and out of PSM; these flights must be stopped.

Brenda Berkal - Spoke against the ICE flights in and out of PSM and indicated Massachusetts stopped flights out of Hanscom.

Gordon Humphrey - Provided a handout to the Board, spoke to the ICE flights in and out of PSM and asked that something be done.

Rev. Dana Mann - Spoke against the ICE flights in and out of PSM, the welfare of others and requested Board to do what is possible.

Jill Sinclair - Spoke against the ICE flights in and out of PSM; asked Board to work on what is possible to stop ICE flights at PSM.

Susan Richmond – Spoke against the ICE flights in and out of PSM, economic and legal grounds.

David Richmond – Spoke against the ICE flights in and out of PSM, due process and the 5th and 14th Amendments of the Constitution.

Valerie Fagin – Spoke against the ICE flights in and out of PSM; people deserve to live freely and without detention.

David Holt – Spoke on behalf of Occupy NH Seacoast, a meeting with a panel of businesses (Duprey and Senator Hassen's representative(s) attended) which discussed the need for jobs/workers in NH; immigrants make up 7% of NH's workforce.

Doris Hampton – Spoke against the ICE flights in and out of PSM, NH's state motto and what can be done to stop [ICE] flights out of PSM.

David DeTour – Spoke against the ICE flights in and out of PSM and for the state to build bridges, not walls.

Director Levesque departed the meeting at 9:32 a.m. and returned at 9:33 a.m.

Cathy Wolff – Spoke against the ICE flights in and out of PSM and the protest held on August 8th at the intersection of Grafton Drive and Route 33.

David Hills – Spoke against the ICE flights in and out of PSM and suggested there is always something that can be done.

Alice Passer – Spoke against the ICE flights in and out of PSM and asked the Board not to be complicit as government should uphold laws, not break them.

Susan Mayer – Spoke against the ICE flights in and out of PSM and stated there are ways to impede the flights.

Rep. Heath Howard – (NH State Representative for Strafford and Barrington) Spoke against the ICE flights in and out of PSM, suggested more can be done and asked the Board to do the right thing.

Kendra Ford – Spoke against the ICE flights in and out of PSM and recent City of Portsmouth Resolution stating residents being protected and welcomed.

Christian Urrutia – Spoke against the ICE flights in and out of PSM; the 4th, 5th, 8th, 10th, and 14th Amendments and how history will judge the moment.

Duprey thanked all who attended and, speaking for himself personally, stated the statements were moving and impactful. Indicated he would work with PDA staff to further study the issue and report back.

Ferrini thanked Duprey for his comments and further indicated he does not support any unconstitutional activities of ICE.

Parker spoke to standing with the public and needing to know the facts so any necessary solutions can be achieved.

IV. Employee Recognitions:

Brean spoke to employee recognitions for the years 2024 and 2025:

2024

10 years

Jared Sheehan, Assistant Director of Engineering
Fran Witkowski, Operations Agent

15 years

Mike Mates, Director of Engineering

25 years

Ken Conley, Manager of Airport Infrastructure and Facilities

2025

10 years

Tanya Coppeta, Employee Relations Manager

15 years

John Anastas, Equipment Operator

30 years

Andrew Pomeroy, Aviation Safety/Compliance Manager

V. Committees:

A. Report:

1. Finance Committee

Finance Director Suzy Anzalone ("Anzalone") indicated the financial materials were discussed with the Committee and are also included in the Board materials for discussion later in the meeting.

VI. Old Business:

A. Report:

No Items to Report

VII. Consent Agenda Items:

A. Consent Agenda Approvals:

1. Pease International Tradeport, Portsmouth International Airport at Pease, and Pease Golf Course – Martin Associates, LLC – Economic Impact Study
2. Portsmouth International Airport at Pease – FBO Partners LLC - Fixed Base Operator Evaluation and Airport Rates and Charges Study
3. Portsmouth International Airport at Pease - Harriman Associates, Inc. – Air Traffic Control Tower
4. Pease International Tradeport - Thermo Fisher Scientific, Inc. – Flightline Road – Reimbursement for Certain Road Reconstruction Improvements
5. Pease Development Authority - University of New Hampshire – Wildcat Sponsorship / Portsmouth International Airport at Pease Marketing
6. Pease Development Authority - Legal Services
7. Portsmouth International Airport at Pease – New Hampshire Air National Guard – Request to Lease “Overflow Parking Lot B” Parcel
8. Thermo Fisher Scientific, Inc. f/k/a Fisher Scientific International, Inc. – Amendment No. 7 – 23 Hampton Street (aka Building 215)

Director Fournier moved the motion and Director Semprini seconded that the Pease Development Authority Board of Directors hereby moves that item numbers 1-3 and 5-8 from the consent agenda list below be approved as a single consent agenda item, and that the proposed motions included for each be incorporated into such approval as the operative motion for each item.

1. Pease International Tradeport, Portsmouth International Airport at Pease, and Pease Golf Course – Martin Associates, LLC – Economic Impact Study
2. Portsmouth International Airport at Pease – FBO Partners LLC - Fixed Base Operator Evaluation and Airport Rates and Charges Study
3. Portsmouth International Airport at Pease - Harriman Associates, Inc. – Air Traffic Control Tower
4. ~~Pease International Tradeport – Thermo Fisher Scientific, Inc. – Flightline Road – Reimbursement for Certain Road Reconstruction Improvements~~
5. Pease Development Authority - University of New Hampshire – Wildcat Sponsorship / Portsmouth International Airport at Pease Marketing
6. Pease Development Authority - Legal Services
7. Portsmouth International Airport at Pease – New Hampshire Air National Guard – Request to Lease “Overflow Parking Lot B” Parcel
8. Thermo Fisher Scientific, Inc. f/k/a Fisher Scientific International, Inc. – Amendment No. 7 – 23 Hampton Street (aka Building 215)

Discussion: Item 4 was removed from consideration.

Disposition: Resolved unanimous vote (6-0) for; motion carried.

VIII. Finance:

A. Executive Summary

B. Reports:

1. FY2025 Financial Report for the Twelve-Month Period Ending June 30, 2025
2. Cash Flow Projections for the Nine Month Period Ending April 30, 2026

Executive Director Paul Brean ("Brean") departed the meeting at 10:04 a.m. and returned at 10:06 a.m.

Anzalone spoke to the reports provided and specifically the financial report ending June 30, 2025, being in draft to allow all accruals to be posted appropriately. Further she indicated the operating revenue ended up being 5% over budgeted projections and operating expenses being a little over budget; outlined some of the cost overruns that were the cause.

Anzalone spoke about the change in the accrual method of sick time per GASB101 dealing with recognition of compensated absences, being a non-cash modification of the accrual.

Fournier inquired into working from home versus the use of sick time; Brean indicated PDA is very operational, but there are parts of the administration that occasionally work from home; majority of staff are onsite.

Anzalone spoke to the overall net operating income which incorporates investment income and grant funding. She further indicated the operations at the various business units; Skyhaven was a little over budget as it is a smaller facility and any larger expenditures have more of an impact.

Spoke to the \$8.8 million spent year-to-date on capital projects and does not anticipate need to borrow on PDA's line of credit at this time.

Anzalone spoke to the presentation to the Finance Committee of the Operating Budget and spoke to FY26 expectation of \$22.5 million in operating revenues; approximate 10% increase over budgeted operating revenues from FY25. Some line items affecting the increase being the Wharfage and Dockage fees, tariff rates, facilities rental, fuel flowage fees, parking revenue and golf fees. Operating expenses are budgeted at \$19.3 million, a 7.6% increase over prior year's budgeted operating expenses, including Merit and Cost of Living Adjustment ("COLA") increases as well as two proposed new positions. Further, Anzalone spoke to the Engineering line item trending higher as it includes a variety of proposed services in the operating budget.

Anzalone spoke to a variety of factors that can affect the proposed budget such as inflation, insurance increases and potential operational increases as a result of studies. Spoke also of some anticipated initiatives being airport operations, strengthening net operating income at DPH, and strengthening procurement methods/policies.

Anzalone informed the Board that PDA has 71 full-time benefited positions with two proposed positions, spoke to COLA/merit increases, increase in customer service airport operations due to increased flights, and a significant increase for health and dental benefits [FY27]. Spoke to enhancements in revenue being facilities rent, fuel flowage fees, parking revenue, green initiatives, aircraft hangaring and ground support services.

Fournier asked if PDA goes out to bid for its airport security provided by the City of Portsmouth ("COP"); Brean spoke to working in conjunction with the Municipal Service Agreement with the COP, not bid out.

Ferrini inquired about reduction in fuel sales at DPH facilities over the years; asked if all of the fuel systems at the facilities were the same and if back-up/replacement parts were readily available. Hartley stated all systems are similar with service provided by Lakes Region ("LR") to the facilities; Portsmouth Fish Pier ("PFP") had been down due to construction; Rye Harbor was down due to flooding, but it is operational; and Hampton Harbor has been down due to fuel tanks and electrical being underground and damaged due to flooding. DPH is looking at ways to mitigate damage due to flooding, having underground tanks moved above ground benefiting the electrical associated with the systems. Further, DPH works with LR and due to LR's availability, it may take a few days until they are able to inspect/activate systems online when requested.

Anzalone also spoke to FY26, having an operating expense for the demolition of a building; this would be an operating expense as there is no useful life. Also, spoke to the detail provided of the effects of the various line items of both revenue, expenses and the role the capital projects will impact cash flow.

Anzalone spoke to DPH maintaining a steady cash balance, but stated it is very fluid depending on weather/storms.

Parker inquired of fulltime hourly versus salaried benefited positions; Anzalone stated requirements/responsibilities differentiate hourly versus salary and fulltime hourly receives benefits, the same as salaried employees.

C. Approvals:

1. Proposed FY 2026 Operating Budget and FY 2027 - FY2029 Projection Overview

Director Ferrini moved the motion and Director Fournier seconded that the Pease Development Authority Board of Directors hereby accepts and approves the proposed FY 2026 Operating Budget and FY 2027 – FY 2029 Projection Overview; all in accordance with the memorandum dated July 29, 2025, and attached documentation submitted by Suzy Anzalone, Director of Finance.

Discussion: None. **Disposition:** Resolved unanimous vote (6-0) for; motion carried.

IX. Licenses/Rights of Entry/Easements/Rights of Way:**A. Report:**

1. **Veteran's Count – Corporate Apron at 120 Aviation Avenue and Hampton Street Parking Lots – Right of Entry - Fundraising Event**
2. **New Hampshire Air National Guard – North Apron – Right of Entry – MARE in Preparation of Airshow**
3. **City of Portsmouth Police Department – Hangar 227 – Right of Entry – Air Show**
4. **Herb Gillen Agency – Terminal Lots A & B – Right of Entry – Air Show**
5. **S.U.R. Construction, Inc. – Amended Right of Entry – Jones School Property and Ashland Road for Corporate Drive Reconstruction Project**

In accordance with the "Delegation to Executive Director: Consent, Approval and Execution of License Agreements," PDA entered into the following Right(s)-of-Entry:

1. Name: Veteran's Count Event "All American County Fair"
License: Right of Entry
Location: Corporate Apron at 120 Aviation Avenue
Purpose: Hosting the "On the Tarmac" fundraising event
Term: September 4, 2025, to September 6, 2025
2. Name: New Hampshire Air National Guard
License: Right of Entry
Location: North Ramp on Pease Development Authority
Purpose: Major Accident Response Exercise (MARE) in preparation of September 2025 Airshow
Term: Wednesday, August 6, 2025, through Saturday, August 9, 2025
3. Name: City of Portsmouth Police Department
License: Right of Entry
Location: Hangar 227
Purpose: Air Show Command Center
Term: September 3, 2025, through September 7, 2025
4. Name: Herb Gillen Agency
License: Right of Entry
Location: Terminal Parking Lots A & B
Purpose: Air Show Vehicle Parking
Term: September 6, 2025, through September 7, 2025
5. Name: City of Portsmouth and S.U.R. Construction, Inc.
License: Right of Entry
Location: Jones School Property and Ashland Road
Purpose: Corporate Drive Reconstruction Project
Term: Extension through September 15, 2025

Director Fournier was consulted and granted his consent regarding these Rights of Entry.

X. Leases:

A. Report:

1. **Sublease between 111 New Hampshire LLC and Orbis Sibro, Inc. at 111 New Hampshire Avenue**
2. **Sublease between 111 New Hampshire LLC, Orbis Sibro, Inc. and United States of America (United State Navy) at 111 New Hampshire Avenue**
3. **Sublease between Two International Group, LLC and Veris Wealth Partners, LLC at 2 International Drive (Suite #210)**
4. **Next Level Now, Inc. – 16 Pease Boulevard - Exercise of Final One (1) Year Option**

In accordance with the “Delegation to Executive Director: Consent, Approval of Sub-Sublease Agreements” PDA approved the following subleases:

1. Tenant: Orbis Sibro, Inc.
Space: 111 New Hampshire Avenue (Suite 100)
Use: General office and related uses
Term: Ninety-Six (96) months commencement date to be determined
2. Tenant: United States of America (United States Navy), subtenant of Orbis Sibro, Inc.
Space: 111 New Hampshire Avenue
Use: General office and related uses
Term: Commencing July 3, 2025, through July 2, 2026, with seven (7) one-year options
3. Tenant: Veris Wealth Partners, LLC
Space: Two International Drive (Suite #210)
Use: Office and related uses
Term: 5-year term commencing September 1, 2025, with two (2) five-year options
4. Tenant: Next Level Now
Space: 16 Pease Boulevard
Use: General Office Use
Term: Exercise final one-year option

The Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements also requires the consent of one member of the PDA Board of Directors. In this instance, Director Fournier was consulted and granted his consent.

XI. Contracts:**A. Report:**

1. **Portsmouth International Airport at Pease - Honeywell – Two Controller Boards**
2. **Portsmouth International Airport at Pease Terminal Area - Sunbelt Rentals – Mini Excavator**
3. **Portsmouth International Airport at Pease - Aero Display Systems, LLC – Month-to-Month Services for Terminal FIDs and GIDs Display Board**
4. **Pease Golf Course – Tiger Exchange, Inc. - Kitchen Filter Exhaust Exchange Program**
5. **Pease Golf Course – Northeast Chemex - Hydro-Tech Hot Pressure Washer**
6. **Pease Golf Course – Laconia Refrigeration – Refrigeration Maintenance**
7. **Pease International Tradeport - Vogel Vending, Inc. – Exercise the Final One-Year Option**

In accordance with Article 3.9.1.1 of the PDA Bylaws, Brean reported on the following:

1. Project Name: Honeywell International
Board Authority: Director Ferrini
Cost: \$8,428.86
Summary: Purchase of two Control Access Boards for the Access Control System at Portsmouth International Airport at Pease
2. Project Name: Sunbelt Rentals
Board Authority: Director Ferrini
Cost: \$438.56
Summary: Rental of a mini excavator for the removal and replacement of the curbing trench for electrical features at the terminal, as well as removal of old asphalt in preparation of new concrete walkways at the terminal at Portsmouth International Airport at Pease.
3. Project Name: Aero Display Services, LLC
Board Authority: Director Ferrini
Cost: \$2,000.00/mo.
Summary: Two-month extension of Terminal FIDs and GIDs Display Boards
4. Project Name: Tiger Exchange, Inc.
Board Authority: Director Ferrini
Cost: \$151.83/mo. (Recurring)
Summary: This would be a monthly service for Kitchen Filter Exhaust Exchange at Pease Golf Course Clubhouse for a two-year period, with two (2) one-year options.

5. Project Name: Northeast Chemex
Board Authority: Director Ferrini
Cost: \$4,419.00
Summary: Hydro-Tek Hot Pressure Washer for regular use to clean fleet of golf carts
6. Project Name: Laconia Refrigeration
Board Authority: Director Ferrini
Cost: \$1,000.00 (Recurring)
Summary: This would be a yearly refrigeration maintenance service at the Pease Golf Course Clubhouse for a two-year period, with two (2) one-year options.
7. Project Name: Vogel Vending, Inc.
Board Authority: Authorized vote of Board of Directors on August 17, 2023
Summary: For the provision and operation of two ATM vending machines located at Pease (Airport Terminal and Golf Course) – exercise the Final One-year option

XII. Signs:

A. Approval:

1. Aviation Avenue Group, LLC - 100 New Hampshire Avenue - Georgia Pacific – Gypsum

Director Semprini moved the motion and Director Fournier seconded that the Pease Development Authority Board of Directors hereby approves the signage proposal of Aviation Avenue Group, LLC on behalf of its subtenant, George-Pacific Gypsum, for the building located at 100 New Hampshire Avenue; all in accordance with the memorandum of Michael R. Mates, P.E., Director of Engineering dated August 8, 2025.

Discussion: None. **Disposition:** Resolved unanimous (6-0) vote for; motion carried.

XIII. Executive Director:

A. Reports:

1. Golf Course Operations

Scott DeVito (“DeVito”), General Manager, Pease Golf Course (“PGC”) spoke to record rounds in June and July putting PGC on track for approximately 68,000 rounds played for the year. PGC staff are currently doing aeration of the greens and have taken delivery of a trim surround mower which was purchased back in February of 2024. DeVito indicated there are still three pieces of equipment PGC is waiting for delivery of, anticipated delivery to be twelve to fourteen months out from approval/order.

Levesque inquired about the use of the PGC during the Air Show; DeVito indicated due to flight restrictions the Blue Course will be closed and PGC will have limited play. Grill 28 will be operational, but to access the facility requires a reservation or tee time.

1. Airport Operations

- a) **Portsmouth International Airport at Pease (PSM)**
- b) **Skyhaven Airport (DAW)**
- c) **Noise Line Report**
 - (i) **June and July 2025**

Brean spoke to the approximately 70,000 enplanements and PSM received information from Breeze Airways it will be starting a new route from PSM to Raleigh/Durham North Carolina as of December 1st. Brean further spoke about the commitment of Breeze to NH airports as it also has added two additional flights out of Manchester Airport. Also, the Alpha taxiway, a primary egress onto the runway, project has been completed.

Brean spoke of the various noise inquiries being in June and July, which were mostly military aircraft participating in a joint military alliance training exercise off the Atlantic coast.

B. Approvals:

- 1. New Positions:**
 - a. **Pease Development Authority**

Director Parker moved the motion and Director Fournier seconded that in accordance with the provisions of Section 3.11 of the By-Laws of the Pease Development Authority ("PDA"), the PDA Board of Directors hereby approves of and authorizes the Executive Director to create and fund, a full-time non-classified benefited Administrative Assistant position at the PDA; all in accordance with the memorandum of Tanya Coppeta, Employee Relations Manager, dated July 31, 2025.

Discussion: None. Disposition: Resolved unanimous (6-0) vote for; motion carried.

b. Division of Ports and Harbors

Director Levesque moved the motion and Director Parker seconded that in accordance with the provisions of Section 3.11 of the By-Laws of the Pease Development Authority ("PDA"), the PDA Board of Directors hereby approves of and authorizes the Executive Director to create and fund, a full-time non-classified benefited Port Worker position at the PDA Division of Ports and Harbor; all in accordance with the memorandum of Richard Hartley, Acting Director, Division of Ports and Harbors, dated July 29, 2025.

Discussion: None. Disposition: Resolved unanimous (6-0) vote for; motion carried.

XIV. Division of Ports and Harbors:

A. Reports:

- 1. Division of Ports and Harbors Facilities Report**
- 2. Revolving Loan Fund – Loan Processed June 13, 2025, to commercial fisherman B.N. for purchase of new engine for borrower's vessel**
- 3. Hampton Harbor - Right of Entry – Walsh's Deep Sea Fishing Inc.**
- 4. Port Advisory Council Meeting Minutes of April 30, 2025**
- 5. Rye Harbor - Bauer – Right of Entry – Fee Increase**

Hartley spoke of the activities at the Main Terminal being deep draft vessels such as a Morton Salt ship, American Cruise Line (roughly every two weeks), a German ship in route to Baltimore, and a SubCom cable vessel that received engineering services by DPH tenant, Atlantic Marine. DPH is seeking a MARAD grant to secure funding for Market Street Terminal projects/equipment and PFP Building reimbursement. Further, DPH staff are working diligently meeting with shipping industry leaders/clients to inform them of DPH's business capabilities.

Hartley spoke to the PFP and a final walk through with the State Fire Marshall and working with BPS (contractor) for completion date of September 23rd. DPH is continuing to build the relationship with the leaders/members of NH Fishermen Association through communication of needs and improvements, seeking solutions on providing ice to the local fishing community, reinstallation and proper placement of hoists/ladders.

With respect to Rye Harbor, DPH and Tighe and Bond ("TB") continue to obtain user input for the study and are on schedule; TB is currently preparing findings anticipated on being available in October. Duprey stated the Board had requested being provided preliminary findings in order to obtain input and hold its own listening session. Hartley affirmed there will be ample notice of a presentation as a means to maximize exposure of the report to all interested parties. Duprey indicated a report should not be finalized without Directors' input. Brean stated TB has worked to capture comments from the public.

Regarding Hampton Harbor, fuel sales are active as of August 1st, to date 2,500 gallons of fuel have been sold. Hartley indicated the availability of fuel at the harbors has been included on DPH's website and further increased via word of mouth from fellow boaters.

Hartley spoke to the administrative rules regarding moorings being reviewed to close loopholes as well as items brought to the attention of DPH; the public will be provided an opportunity to provide comment. Further, harbormasters are patrolling the 29 mooring fields to confirm mooring compliance and vessels registered to moorings. It has been determined that on some of the moorings, located in the southern mooring fields, no gear has been located making them out of compliance. DPH staff are making the connections to bring them into compliance.

Homeland Security advised of a Security Grant which DPH staff worked toward a timely submission for approximately \$1 million to be utilized to increase security items at DPH; will await information on whether or not DPH was awarded the grant.

Lastly, Hartley spoke to an increase in Foreign Trade Zone (“FTZ”) activity; one application having been approved, three awaiting approval and three additional entities that have contacted DPH expressing an interest in FTZ; prior to tariff implementation there had been only one FTZ issued a year. Hartley indicated the process is complicated due to the constant fluidity of requirements; spoke to assistance so the submissions are timely and accurate as a representation of the needs of the State.

Duprey stated Hartley is doing a great job, the depth and quality of information provided, and the forward progress is appreciated.

Director Fournier departed the meeting at 10:40 a.m., returned at 10:41 a.m. and left the meeting at 10:50 a.m.

Levesque spoke of previous discussions concerning DPH ROEs and the various requirements (i.e., parking of employees). Therefore, if ROE holders do not adhere to the requirements, they should be held accountable. Duprey further indicated if ROE holders are in breach of requirements/laws with other state agencies, that should be a consideration when DPH requests are received.

B. DPH Consent Agenda Approvals:

1. **Hampton Harbor - NHDOT’s Ocean Boulevard Improvements and Land and Water Conservation Fund Encumbrance**
2. **Division of Ports and Harbors - Conditional Approval Response - Pda 700 - SLIP PERMITS; STATE-OWNED RESTRICTED PIERS**
3. **Portsmouth Fish Pier - Right of Entry – Bait Cooler Users**

Director Levesque moved the motion and Director Semprini seconded that the Pease Development Authority Board of Directors hereby moves that item numbers 1-3 from the Division of Ports and Harbors consent agenda list below be approved as a single consent agenda item, and that the proposed motions included for each be incorporated into such approval as the operative motion for each item.

1. Hampton Harbor - NHDOT’s Ocean Boulevard Improvements and Land and Water Conservation Fund Encumbrance
2. Division of Ports and Harbors - Conditional Approval Response - Pda 700 - SLIP PERMITS; STATE-OWNED RESTRICTED PIERS
3. Portsmouth Fish Pier - Right of Entry – Bait Cooler Users

Discussion: None. **Disposition:** Resolved unanimous (5-0) vote for; motion carried.

XV. New Business:

A. Report:

No Items to Report

B. Grant Applications Filed in June, and July:

No Items to Report

XVI. Special Event:

A. Report:

1. **Sabine Strong Foundation 33 – 3.3 Mile Road Race – August 10, 2025**
2. **2025 Waypoint Touch-A-Truck - 1 New Hampshire Avenue and 2 International Drive – September 13, 2025**
3. **Wentworth Douglass Hospital Charitable Foundation – 5K – Seacoast Cancer Road Race – September 14, 2025**

Brean reported as follows:

1. On August 10, 2025, Sabine Strong Foundation 33, held a 3.3-mile Road Race utilizing a portion of the road network situated on the Pease International Tradeport.
2. On September 13, 2025, Two International Group LLC will support the 2025 Waypoint Touch-A-Truck event utilizing its lots at 1 New Hampshire Avenue and 2 International Drive situated on the Pease International Tradeport.
3. On September 14, 2025, Wentworth Douglass Hospital Charitable Foundation will be hosting the 2025 Seacoast Cancer 5K Walk & Run, utilizing a portion of the road network situated on the Pease International Tradeport.

XVII. Upcoming Meetings:

Port Committee	September 4, 2025 @ 8:00 a.m.
Golf Committee	September 15, 2025 @ 8:30 a.m.
Board of Directors	September 16, 2025 @ 8:30 a.m.

All Meetings begin at 8:30 a.m. unless otherwise posted.

XVIII. Directors' Comments:

Brean highlighted the capital expenditures over the last five years at the DPH facilities as being \$22.5 million, with most funding being federal with accompanying internal funding. Brean broke down the funding at the various facilities with \$433,000 at Rye Harbor (due to the King Storm tides two years ago); \$575,000 at Hampton Harbor (dock replacement and post storm repairs); \$5.8 million at Portsmouth Fish Pier (bracing and decking, pier repair and construction, hoist replacement, building replacement, security systems); \$15,354,000 at the Market Street Facility.

Duprey inquired into the number of ground fisherman in the area; Hartley referred to four. Duprey stated a majority of the commercial fishing is lobster; Hartley affirmed. Duprey spoke to difficulties determining the number of lobstermen, differentiating between recreational and commercial, due to the different types of permits that can be obtained. Duprey wondered how many fishermen, as their primary income, are in the lobstering business. Hartley stated of those ROE holders that utilize the PFP there are 13, 12 are lobstermen and 1 ground fisherman; expanding out to the other harbors and moorings would require further research and he would get back to the Board with that information. Erik Anderson ("Anderson"), former Director in attendance at the meeting, indicated

there are 33 permitted (1,200 trap fishermen). Further, Anderson spoke to a tiered licensing system (1,200, 600, and 100), also there are a lot of tuna fishermen with commercial moorings in the area. Anderson spoke to a variety of boats that have federal endorsements allowing them to fish in federal waters which is 3 miles beyond state waters making a determination difficult without proper research; knowledge of commercial activity is important when it comes to dredging projects.

Duprey spoke of the importance in obtaining the data of those who rely on the DPH facilities. Hartley spoke to ground fishing and how the new PFP building has three rooms; one will be used for manheim, one anticipated as a fish cooler when funding is received. Hartley spoke to assisting fishermen as soon as the industry gets to where it needs to be.

XIX. Non-public Session:

1. Confidential Airport Security Matters [NH RSA 91-A:3, II (i) and (j) and
2. Consideration of Legal Advice [NH RSA 91-A:3, II (l)].

Director Parker moved the motion and Director Levesque seconded that the Pease Development Authority Board of Directors will enter non-public session pursuant to NH RSA 91-A:3 for the purpose of discussing:

1. Confidential Airport Security Matters [NH RSA 91-A:3, II (i) and (j)] and
2. Consideration of Legal Advice [NH RSA 91-A:3, II (l)].

Discussion: None. Disposition: Resolved unanimous vote (5-0) for; motion carried.

The Board went into Non-Public Session at 11:05 a.m. and came out of Non-Public Session at 11:11 a.m.

XX. Vote of Confidentiality:

Director Ferrini moved the motion and Director Semprini seconded that be it resolved, pursuant to NH RSA 91-A:3, the Pease Development Authority Board of Directors hereby determines that the divulgence of information discussed and decisions reached in the non-public session of its August 19, 2025, meeting related to the consideration of legal advice from legal counsel and discussion of confidential airport security matters are confidential matters which, if disclosed publicly, would render the proposed actions ineffective and further agrees that the minutes of said meeting be held confidential until, in the opinion of a majority of the Board of Directors, the aforesaid circumstances no longer apply.

Discussion: None. Disposition: Resolved unanimous roll call vote (5-0) for; motion carried.

XXI. Adjournment:

Director Levesque moved the motion and Director Ferrini seconded to adjourn the Board meeting. Meeting adjourned at 11:13 a.m.

Discussion: None. Disposition: Resolved unanimous roll call (5-0) vote; motion carried.

XXII. Press Questions:**XXIII. Consultation with Counsel:**

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Paul E. Brean". The signature is fluid and cursive, with a large initial "P" and a stylized "B".

Paul E. Brean
Executive Director



PEASE DEVELOPMENT AUTHORITY
PORT COMMITTEE AGENDA

THURSDAY SEPTEMBER 4, 2025 8:00 AM

PEASE DEVELOPMENT AUTHORITY BOARD ROOM
55 INTERNATIONAL DR.
PORTSMOUTH NH 03801

1. CALL TO ORDER
2. APPROVAL OF MINUTES
 - a. June 9, 2025*
3. NEW BUSINESS
 - a. Initial Proposed Pilotage Fees*
4. DPH DIRECTOR REPORT
 - a. Facility updates
 - b. Ongoing staff review of efficacy of existing programs and possible future programs (e.g., online moorings).
 - c. Market St. Terminal Functional Replacement Project update
 - d. PFP Bait cooler & bait cooler floor
 - e. PFP ice
 - f. FEMA award update-Rye Harbor Seawall
5. OLD BUSINESS
6. NEXT PORT COMMITTEE MEETING- THURSDAY DECEMBER 4, 2025
7. PUBLIC COMMENT
8. PRESS QUESTIONS
9. ADJOURNMENT

* Materials are provided in the packet

PEASE DEVELOPMENT AUTHORITY
Monday, September 15, 2025

GOLF COMMITTEE
AGENDA

Time: 8:30 a.m.

Place: 55 International Drive, Pease International Tradeport
Portsmouth, New Hampshire

AGENDA

- I. Call to Order
- II. Acceptance of Meeting Minutes: June 16, 2025 * (Fournier)
- III. Public Comment
- IV. New Business
 - A. Reports
 - 1. Golf Simulator Online Bookings
 - 2. Golf Course Simulator Updates*
 - 3. Grill 28 Extension*

V. Upcoming Meetings

Board of Directors

September 16, 2025, 8:30 a.m.

All meetings begin at 8:30 a.m. unless otherwise posted.

VI. Adjournment

VII. Press Questions

- * Related Materials Attached
- ** Related Materials Previously Sent
- *** Related Materials will be provided under separate cover
- + Materials to be distributed at Board Meeting
- Confidential Materials

MOTION

Director Conard:

The Pease Development Authority Board of Directors hereby moves that item numbers _____ from the consent agenda list below be approved as a single consent agenda item, and that the proposed motions included for each be incorporated into such approval as the operative motion for each item.

1. Portsmouth International Airport at Pease – Fennick McCredie Architecture – Terminal Building Façade Improvements **(Fournier)**
2. Portsmouth International Airport at Pease – Flight Information Display System Gate Information Display System – Terminal Systems International, Inc. **(Semprini)**
3. Portsmouth International Airport at Pease – Airfield Snow Removal Rotary Broom Bristle Replacement – MB Companies, Inc. **(Parker)**
4. Pease International Tradeport – On-Call Electrical Service – Moulison Electric **(Levesque)**
5. Pease Development Authority – Legal Services **(Ferrini)**

MOTION

Director Fournier:

The Pease Development Authority ("PDA") Board of Directors authorizes the Executive Director to finalize and enter into a contract addendum with Fennick McCredie, PDA's on-call architectural consultant, to add Terminal Building Façade Improvement Design services at Portsmouth International Airport at Pease in a total amount not to exceed \$35,000; all in accordance with the memorandum of Michael R. Mates, P.E., Director of Engineering, dated September 5, 2025; attached hereto.

N:\RESOLVES\2025\Airport - Fennick McCredie Terminal BUILDing Façade Design (9-16-25).docx

Memorandum

To: Paul E. Brean, A.A.E., Executive Director *Peb*
From: Michael R. Mates, P.E., Director of Engineering *MRM*
Date: September 5, 2025
Subject: PSM Terminal Building Façade Improvement Design

The Portsmouth International Airport at Pease Terminal building is comprised of multiple building construction projects that occurred in the 1950's, 1990's, 2020 and 2025. As you might expect, each building/addition was constructed with finishes relative to the time period it was constructed in and do not particularly mesh from an architectural standpoint. As such, an initiative was undertaken to refresh the terminal façade. Fennick McCredie ("FM"), PDA's on call architectural consultant, provided a proposal for curbside improvements including a new painting scheme, canopies, branding and lighting which is intended to unify the multiple architectural styles and improve the overall aesthetic of the terminal building. These designs will be developed to the level necessary to provide PDA maintenance enough information to self-perform the work. FM has proposed to provide the necessary architectural, structural, and electrical engineering design services for a cost of \$35,000.

At the September Board meeting, please ask the board for approval to amend PDA's on call contract with FM to include the design services described above for a cost not to exceed \$35,000.

N:\ENGINEER\Board Memos\2025\FM Terminal Proposal.docx

MOTION

Director Semprini:

The Pease Development Authority Board of Directors approves of and authorizes the Executive Director to finalize and execute an agreement with Terminal Systems International, Inc. for the implementation and annual hosting of a Flight Information Display System and Gate Information Display System at Portsmouth International Airport for two (2) years, in a total amount not to exceed \$14,900, and for three (3) one-year options to extend at the discretion of the Executive Director in an amount not to exceed \$6,000 per year; all in accordance with the memorandum of Chasen Congreves, Business Development, dated September 8, 2025; attached hereto.

Memorandum

To: Paul Brean, A.A.E., Executive Director *PB*
From: Chasen Congreves, CM, Business Development *CC*
Date: September 8, 2025
Subject: Flight Information Display System (FIDS) and Gate Information Display System (GIDS) Bid

The Pease Development Authority ("PDA") recently issued a Request for Proposals (RFP) to provide flight information and gate information display system services at the Portsmouth International Airport (PSM) terminal facility. Five (5) bids were submitted and publicly opened on September 5, 2025, at 12:00 PM EST. Interested contractors were requested to provide implementation and annual subscription costs as well as an overview of their proposals for these services. The contract duration is for two (2) years with three (3) one-year options to extend, exercisable at the discretion of the PDA Executive Director. The implementation cost would only be in year 1 and the annual subscription cost would be every year after year 1.

The responsive proposals were:

AeroCloud	\$6,497.00 – Implementation – \$24,789.00 – Annual Subscription
Art of Context	\$22,683.75 – Implementation – \$59,895.00 3yr Subscription
FlyteSystems	\$16,981.00 – Implementation – \$11,690.00 Annual Subscription
Infax, Inc.	\$23,501.00 – Yr1 – \$24,206.00 Yr2 – \$25,417.00 – Yr3 – \$26,688.00 – Yr4 – \$28,023.00 – Yr5
Terminal Systems International, Inc.	\$8,900.00 – Implementation – \$6,000.00 – Annual Subscription

Terminal Systems provided the lowest cost for the two (2) contract years and three (3) option years and met all requirements of RFP 26-03. Therefore, this is to request approval from the PDA Board of Directors to award the FIDS and GIDs Implementation and Service Contract to Terminal Systems International, Inc. consistent with its proposal submitted on September 5, 2025, for two (2) years in an amount not to exceed \$14,900, with three (3) one-year options to extend exercisable at the discretion of the Executive Director, in an amount not to exceed \$6,000 per year.

MOTION

Director Parker:

The Pease Development Authority Board of Directors hereby approves of and authorizes the Executive Director to enter into an agreement with MB Companies, Inc. of New Holstein, WI for the as-needed purchase of Rotary Broom Core Replacement Parts for the winter seasons of 2025 – 2026 and 2026 – 2027 in an amount not to exceed \$50,000.00; all in accordance with the memorandum of Ken Conley, Maintenance Manager, dated September 9, 2025, attached hereto.

N:\RESOLVES\2025\Airfield Rotary Broom Core Replacement Parts (9-16-2025).docx

Memorandum

To: Paul Brean, A.A.E., Executive Director 
From: Ken Conley, Maintenance Manager 
Date: September 9, 2025
Re: Airfield Snow Removal Rotary Broom Bristle Replacements

In August 2025, the Pease Development Authority ("PDA") issued a Request for Bids ("RFB" 26-06) for the purpose of procuring airfield snow removal rotary broom bristle replacement parts. On September 8, 2025, PDA received two bids. During the evaluation process, it was determined that MB Companies, Inc. of New Holstein, WI ("MB") met the established criteria outlined in the RFB and were deemed the lowest, responsive, qualified Bidder.

MB pricing tables are referenced below.

Item No.	Description	Unit	Price
1	46" Polly Wafer	One (1)	\$1,374.60
2	46" Wire Wafer	One (1)	\$2,055.60
3	Steel spacer	One (1)	\$360.00
4	One set	One set	\$3,790.20

On average, PDA will need between 12 and 20 sets during each snow removal season (2025 – 2026 and 2026 – 2027). At the September 16, 2025, Board of Directors' meeting, please request authority from the Board to authorize the Executive Director to enter into an agreement for the as needed purchase of Rotary Broom Core Replacement Parts from MB Companies, Inc. for the 2025 – 2026 and 2026 - 2027 snow removal seasons in an amount not to exceed of \$50,000 per season.

MOTION

Director Levesque:

The Pease Development Authority Board of Directors authorizes the Executive Director to finalize and execute a contract with Moulison Electric of Biddeford, Maine for a period of three (3) years with two (2) one-year options to extend at the sole discretion of the Executive Director; in general accordance with terms and conditions set forth in the memorandum of Chasen Congreves, Business Development, dated September 8, 2025, attached hereto.

N:\RESOLVES\2023\Moulison Elec (9-16-2025).docx

Memorandum

To: Paul Brean, A.A.E., Executive Director *PB*
From: Chasen Congreves, C.M., Business Development *C&C*
Date: September 8, 2025
Subject: Electrical Services On-Call Bid

The Pease Development Authority ("PDA") recently issued a Request for Bids (RFB) to provide on-call electrical services at PDA maintained facilities. One (1) bid was submitted and publicly opened on August 28, 2025, at 2:00 PM EST. Interested contractors were requested to provide hourly rates and material mark-up costs and apply those to estimated quantities provided on the Bid Form. The contract duration is three (3) years with two (2) one-year options to renew, exercisable at the discretion of the PDA Executive Director.

The responsive bid was:

Moulison Electric	\$130,850.00
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Moulison Electric, as the sole bidder, provided the lowest cost and met all requirements of RFB 26-04. Therefore, this is to request approval from the PDA Board of Directors to award the On-Call Electrical Service Contract to Moulison Electric of Biddeford, Maine, consistent with its proposal submitted on August 28, 2025.

MOTION

Director Ferrini:

The Pease Development Authority Board of Directors approves of and authorizes the Executive Director to expend funds in the amount of \$19,462.50 for payment of legal services provided by Sheehan Phinney Bass & Green; all in accordance with the memorandum from Anthony I. Blenkinsop, Deputy Director / General Counsel, dated September 8, 2025; attached hereto.

MEMORANDUM

To: Pease Development Authority Board of Directors
From: Anthony I. Blenkinsop, Deputy Director / General Counsel *AB*
Date: September 8, 2025
Re: Legal Services

Sheehan Phinney Bass & Green provided legal services to the Pease Development Authority ("PDA") for the month of August 2025, as follows:

August 1, 2025 – August 31, 2025	
(for Tradeport General Representation)	\$ 3,562.50
(for Permit Implementation)	<u>\$15,900.00</u>
	\$19,462.50

This is a request for approval by the Board of Directors to authorize the Executive Director to expend funds for legal services rendered to Sheehan, Phinney, Bass & Green in a total amount of **\$19,462.50**.

SHEEHAN PHINNEY

1000 Elm Street, 17th Floor
Manchester, NH 03101
603.668.0300

Pease Development Authority
Anthony Blenkinsop, Esq.
55 International Drive
Portsmouth, NH 03801

Invoice Date: September 08, 2025
Invoice Number: 422828
Matter Number: 14713-10167
Billing Timekeeper: Lynn J. Preston

REMITTANCE COPY

General Representation - Trade Port

<u>Invoice Date</u>	<u>Invoice Number</u>	<u>Balance Due</u>
<u>Current Invoice</u>		
09/08/25	422828	\$3,562.50
Balance Due		<u><u>\$3,562.50</u></u>

Please Remit to:

Mail To:
1000 Elm Street, 17th Floor
P.O. BOX 3701
Manchester, NH 03105-3701

Wire/ACH Instructions:
Bar Harbor Bank & Trust
82 Main Street
Bar Harbor ME 04609
ACCOUNT # 8330425805
ABA # FOR WIRE & ACH TRANSFERS:
011201759

LawPay: To pay by Credit Card or eCheck,
visit www.sheehan.com, scroll to the
bottom and click LawPay

Terms:

Net 30

Interest accrued on balances over 30 days

SHEEHAN PHINNEY

1000 Elm Street, 17th Floor
Manchester, NH 03101
603.668.0300

Pease Development Authority
Anthony Blenkinsop, Esq.
55 International Drive
Portsmouth, NH 03801

Invoice Date: September 08, 2025
Invoice Number: 422829
Matter Number: 14713-19658
Billing Timekeeper: Lynn J. Preston

REMITTANCE COPY

Permit Implementation

<u>Invoice Date</u>	<u>Invoice Number</u>	<u>Balance Due</u>
<u>Current Invoice</u>		
09/08/25	422829	\$15,900.00
Balance Due		<u><u>\$15,900.00</u></u>

Please Remit to:

Mail To:
1000 Elm Street, 17th Floor
P.O. BOX 3701
Manchester, NH 03105-3701

Wire/ACH Instructions:
Bar Harbor Bank & Trust
82 Main Street
Bar Harbor ME 04609
ACCOUNT # 8330425805
ABA # FOR WIRE & ACH TRANSFERS:
011201759

LawPay: To pay by Credit Card or eCheck,
visit www.sheehan.com, scroll to the
bottom and click LawPay

Terms:

Net 30

Interest accrued on balances over 30 days

MEMORANDUM

TO: Pease Development Authority Board of Directors

FROM: Paul E. Brean, Executive Director 

DATE: September 8, 2025

SUBJECT: Licenses / ROEs / Easements / Rights of Way

In accordance with the "Delegation to Executive Director: Consent, Approval and Execution of License Agreements," PDA entered into the following Right-of-Entry:

1. Name: Herb Gillen Agency
 License: Right of Entry
 Location: 119 Arboretum Drive (Parking Lot)
 Purpose: Staging Logistics for Thunder Over New Hampshire Air Show
 Term: August 20, 2025, through September 12, 2025

Director Fournier was consulted and granted his consent regarding this Right of Entry.

P:\BOARDMTG\2025\License Report (9-16-2025).docx

MEMORANDUM

TO: Pease Development Authority Board of Directors

FROM: Paul E. Brean, Executive Director *PB*

DATE: September 8, 2025

SUBJECT: Contract Reports

In accordance with Article 3.9.1.1 of the PDA Bylaws, PDA is pleased to report the following:

1. Project Name: WIN Waste Innovations
Board Authority: Authorized vote of Board of Directors on September 15, 2022
Summary: Providing non-hazardous solid waste removal services at Pease Development Authority facilities – exercise of Final One-year option

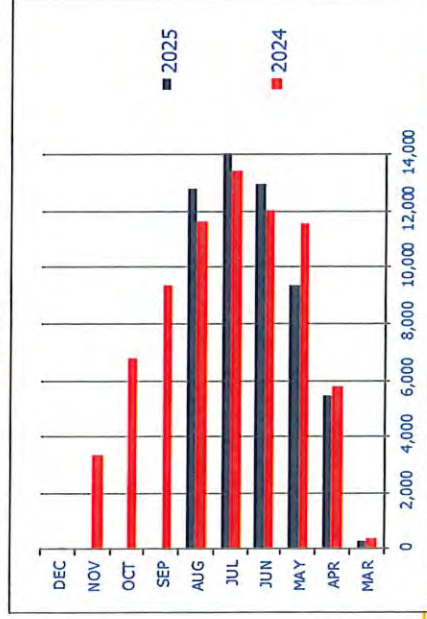
2. Project Name: Moulison Electric, Inc.
Board Authority: Director Ferrini
Cost: \$9,536.80
Summary: Repair to high voltage wiring caused by power outage at Portsmouth International Airport at Pease

KEY GOLF COURSE BENCHMARKING DATA – AUGUST 2025

1



ROUNDS OF GOLF PLAYED (SEASON)



2025 SEASON 55,005

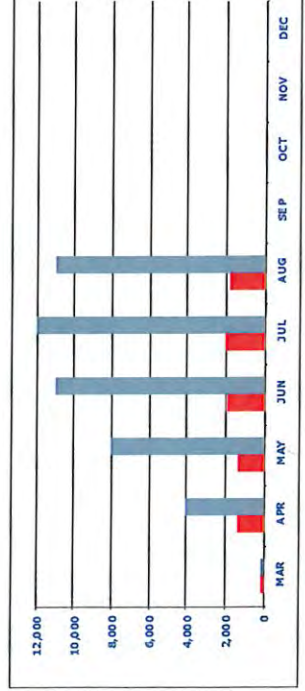
2024 SEASON 74,251

2023 SEASON 73,897

ROUNDS PLAYED

RAIN DAYS 31 55 58

2025 MEMBER / NONMEMBER ROUNDS (SEASON)



2025 ROUNDS- SEASON
MEMBER 8,612
NONMEMBER 46,393
TOTAL 55,005

2024 ROUNDS- SEASON
MEMBER 10,725
NONMEMBER 63,526
TOTAL 74,251

GOLF SIMULATOR REVENUES	FY 2026	FY 2025	GRILL 28 GROSS SALES	FY 2026	CONCESSION FEES EARNED (17%)	FY 2025	CONCESSION FEES EARNED (17%)
JULY	\$365	\$120	JULY	307,912	52,345	282,315	47,994
AUGUST	\$420	\$165	AUGUST	324,897	55,232	299,823	50,970
SEPTEMBER		\$390	SEPTEMBER		0	249,293	42,380
OCTOBER		\$3,212	OCTOBER		0	197,547	33,583
NOVEMBER		\$12,631	NOVEMBER		0	128,372	21,823
DECEMBER		\$18,395	DECEMBER		0	150,458	25,578
JANUARY		\$24,692	JANUARY		0	108,049	18,368
FEBRUARY		\$22,331	FEBRUARY		0	87,732	14,914
MARCH		\$21,888	MARCH		0	118,939	20,220
APRIL		\$6,299	APRIL		0	157,787	26,824
MAY		\$895	MAY		0	235,577	40,048
JUNE		\$480	JUNE		0	312,323	53,095
	\$785	\$111,497		\$632,809	\$107,578	\$2,328,215	\$395,797

CLUB/ COURSE FUNCTIONS	FY 2026 YTD	FY 2025 YTD
GROUPS 20-59	6,583	5,210
TOURNAMENT PLAY	31,444	35,820
LEAGUES	17,873	22,547
FOOD AND ROOM FEES THRU JULY	34,255	27,969

AIRPORT REPORT

PERIOD ENDING JULY 2025

JULY ENPLANEMENTS

2025

Scheduled Enplanements

5,982

Chartered Enplanements

2,715

Total Enplanements

8,697

2025 Enplanements YTD

71,445

REVENUE PARKING-JULY

\$34,468

926 Transactions @ \$37.22

JULY FUEL FLOWAGE FEES

\$204,451

Total Gallons

1,858,643

CRAF and DOD

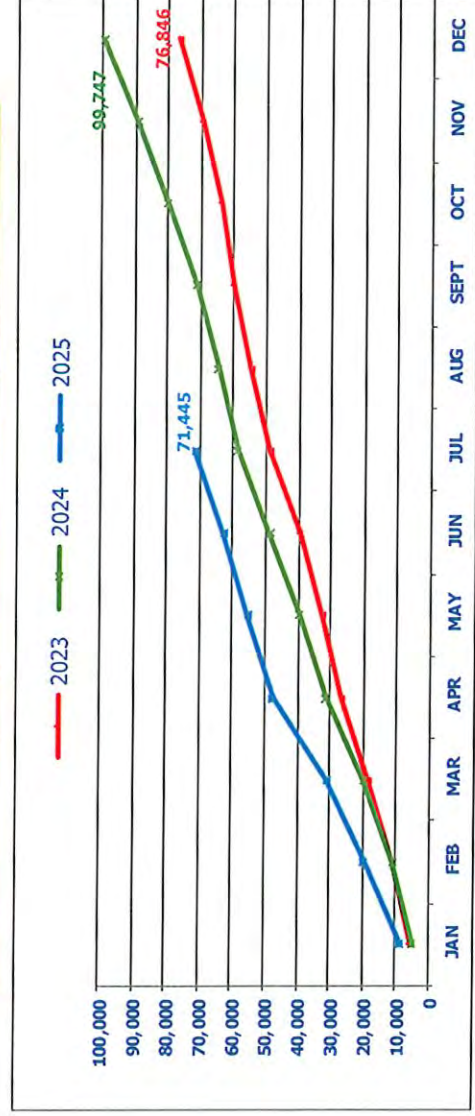
82%

Commercial

7%

General Aviation

11%



Fuel Pricing

- Port City Air Retail; \$6.10 Jet A
- Port City Air Retail; \$6.65 100LL
- Northeast Avg; \$6.86 Jet A, \$7.70 100LL

Grant Projects

- Airport Layout Plan Update
- Taxiway Alpha

ATCT Construction

- Enterprise Concession Fees: Apr., May, June \$25,057.89

Memorandum

To: John Meehan, Airport Manager 
From: Sandy McDonough, Airport Community Liaison 
Date: September 9, 2025
Re: Noise Report for August 2025

Portsmouth International Airport at Pease ("PSM") received four noise inquiries in August, 2025

- August 5, 2025: A resident of Rye, New Hampshire logged a complaint about an aircraft waking him up at 3:44 a.m. A military cargo aircraft departed Runway 16 at the time of the complaint.
- August 19, 2025: A resident of Rye, New Hampshire logged a complaint concerning flying between 8:00 p.m. and 10:00 p.m. Between 8:00 p.m. and 8:50 p.m. two aircraft departed Runway 16; an Airbus A330 and a Boeing 737, while a C17 arrived Runway 34.
- August 21, 2025: A resident of Portsmouth, New Hampshire called wanting to know when the military jets were going to stop flying because it was upsetting her daughter. There were a set of four F-18's flying low approaches between 11:30 a.m. and 11:45 a.m.
- August 25, 2025: A resident of Rye, New Hampshire logged a complaint concerning night flying at 1:00 a.m., 3:00 a.m. and 6:00 a.m. A C17 departed Runway 16 at 12:14 a.m., a Boeing 747 departed Runway 16 at 02:52 a.m. and another C17 departed Runway 16 at 05:59 a.m.

All noise inquiries submitted to the noise line are received and responded to.

To: Pease Development Authority Board of Directors

From: Richard Hartley, Acting Director Ports and Harbors

[Handwritten signature]

Date: September 16, 2025

SUBJECT: PORTS AND HARBORS PDA BOARD NOTES

Market Street Terminal:

• **Vessel/ Cargo Report:**

- Global Sentinel – Lay Berth/ Repairs
- American Patriot – 245 Passengers (2 Calls)
- Ocean Venture – 240,000 lbs. Menhaden (Pogies)

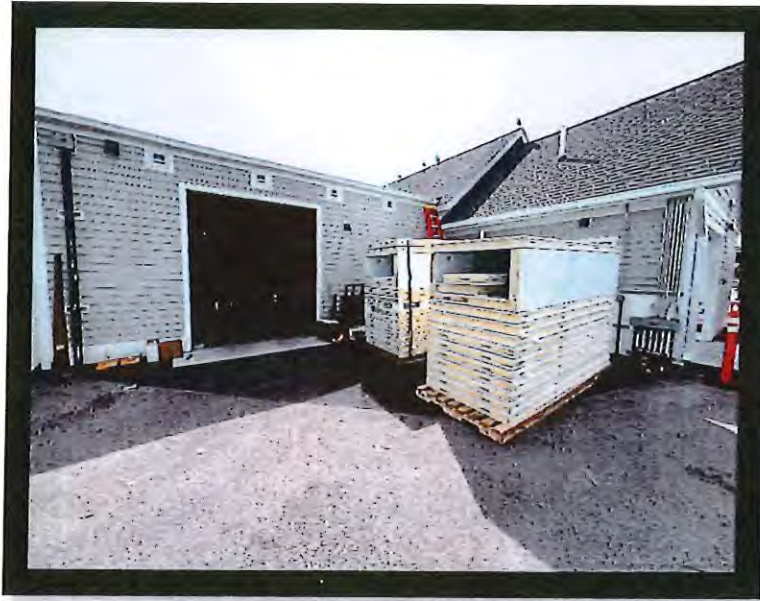


• **MARAD Port Infrastructure Development Program (PIDP) Grant Submitted**

- Requesting approx. \$9.23M for MST projects and equipment
 - MST Office Replacement - \$7,893,200
 - Telehandler - \$123,160
 - Rough Terrain Forklift – \$1,047,992
 - UTV/ Side-By-Side - \$33,500
 - HM Patrol Vehicles - \$160,000
 - Funding Allocation: 82.4% Federal (Grant)/ 17.6% NH State Funded

Portsmouth Fish Pier:

- AME/BPS (Appledore Marine Engineering and Bonnette, Page & Stone)
 - Bait Cooler delivered September 8, 2025. Concrete floor will be poured this week (17-18th). Substantial Completion date is September 23, 2025.
 - Septic Check valve damaged - awaiting a quote from BSP to repair



Bait Cooler panels arrived September 8th on schedule

- LRE Fueling Project (Lakes Region Environmental)
 - PFP Fuel: Triannual inspection was completed on September 11, 2025, pending successful inspection- fuel is back online.
- Future PFP Facility Ops
 - Public engagement for Ice vendor on September 10, 2025. The goal is to allow the vendor to have the opportunity to meeting with the users in the region not just for PFP- to get an idea of how much ice will need to be produced.
 - Continue engagements to find a vendor to build a hoist, unfortunately this might have to be custom built.
 - Implementing DPH maintenance tracker program at PFP - “newest_facility”.

Rye Harbor:

- Submitting an application for funds through the FEMA Public Assistance Grant Program and NH Dept of Safety - HLS Emergency Mgmt to bring Rye Harbor riprap back to pre-storm conditions, or better.
- Anticipating Rye Harbor Study report to be presented to the public and PDA Board in October.
 - Facilities Ops is planning off season repairs to the Rye Harbor office (winterize and install new doors)
- Float removal days are scheduled for 3rd week in October pending tides and weather.

- August figures
 - Vehicles Parked: 2,149
 - Vessels Launched: 138
- Rye Harbor Fuel
 - Unleaded: 4,046.37 gal
 - Diesel: 4,795.93 gal

Hampton Harbor:

- Maintenance repairs are underway for the off season; staff are having ladders repaired. Finalizing quotes on Hampton office (exterior) renovation.
- August figures:
 - Vehicles parked: 2,395
 - Vessels launched: 215
- Hampton Harbor Fuel
 - Unleaded: 3,095.10 gals

Moorings, Enforcement:

- Awaiting announcement of PSGP awards
- Mooring inventory and enforcement are ongoing and constant
- Preparing forms for upcoming re-application season, will be in contact DMV and F&G about annual DMV day (all 3 agencies present at DMV to allow fishermen to get fishing license, commercial boat reg, mooring permit, pier use at one time)
- Planning for potential heavy weather during hurricane season
- Planning for removal of private aids to navigation and seasonal floats (tides and timing)
- Annual security audit scheduled for this month, FSP revision will occur concurrently
- Tuna catch light this year – still checking for landings to ensure proper permitting.



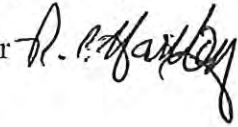
Harbor Master crew on Munson patrolling Little Bay during 2025 Airshow



PEASE
INTERNATIONAL
PORTS AND HARBORS

555 Market Street, Suite 1 Portsmouth, NH 03801

Division of Ports & Harbors Memorandum

To: Paul Brean, Executive Director, PDA 
From: Richard Hartley, Assistant Director 
Re: Commercial Mooring Transfer
Date: August 7, 2025

The Pease Development Authority, Division of Ports and Harbors has received a request for the transfer of a commercial mooring in the Rye Harbor Nearshore Mooring field, permit #4921, from Susan Reynolds to Christopher Pollock, of 43 Mill Rd., Hampton, NH, 03842.

I have reviewed the attached paperwork and concur with the local Harbor Master and the Chief Harbormaster that the request meets all of the requirements of the PDA-DPH Code of Administrative Rules regarding commercial mooring transfers. Therefore, I am requesting approval of the transfer.

If you have any questions or need further information, please let me know.

Division of Ports & Harbors Memorandum

To: Richard Hartley, Assistant Director

From: Tracy R Shattuck, Chief H/M *TS*

Re: Commercial Transfer (Reynolds to Pollock)

Date: August 7, 2025

1. Susan Reynolds is requesting the transfer of a Commercial Use Mooring Permit (#4921) in the Rye Harbor Nearshore Mooring field to Christopher Pollock, of Hampton, NH.
2. Susan Reynolds has provided documentation for her commercial use of the mooring in the 2024 fishing season in the form of her commercial fishing license and the sale of lobsters. Susan Reynolds is selling a boat, traps, mooring tackle (block, chain, shackles, swivel, hard buoy, pendants, pick up), and gear associated with her business to Christopher Pollock, of Hampton, NH, and has provided written documentation that verifies the sale as required in Pda 508.01 (c).
3. Christopher Pollock, of Hampton, NH, has supplied an Initial Commercial Use Mooring Application with a valid NH Licenses to take lobster and crab, and a valid 2025 NH boat registration. Christopher Pollock has supplied a copy of the document signed by each party (Reynolds and Pollock) verifying the sale of the fishing business currently assigned to mooring #4921, boat, traps, mooring tackle (block, chain, shackles, swivel, hard buoy, pendants, pick up), and gear associated with her business. Christopher Pollock understands that the mooring must remain in commercial use. He has also paid the transfer fee, as well as the initial mooring application fee.

I recommend that permit #4921 be transferred to:

Christopher Pollock
43 Mill Rd.
Hampton, NH 03842

Division of Ports & Harbors
Memorandum

To: Paul Brean, Executive Director, PDA



From: Richard Hartley, Assistant Director



Re: Commercial Mooring Transfer

Date: August 8, 2025

The Pease Development Authority, Division of Ports and Harbors has received a request for the transfer of a commercial mooring, permit #8490, from Charles A. Lamprey, III to Michael Devine, of 129 Mountain Rd., Deerfield, NH 03037.

I have reviewed the attached paperwork and concur with the local Harbor Master and the Deputy Chief Harbormaster that the request meets all of the requirements of the PDA-DPH Code of Administrative Rules regarding commercial mooring transfers. Therefore, I am requesting approval of the transfer.

If you have any questions or need further information, please let me know.

Division of Ports & Harbors Memorandum

To: Richard Hartley, Assistant Director

From: Tracy R Shattuck, Chief H/M 

Re: Commercial Transfer (Lamprey to Devine)

Date: August 8, 2025

-
1. Charles A. Lamprey, III is requesting the transfer of a Commercial Use Mooring Permit (#8490) in the Rye Harbor mooring field to Michael Devine, of Deerfield, NH.
 2. Charles A. Lamprey, III has provided documentation for his commercial use of the mooring in the 2024 fishing season in the form of his commercial fishing license and receipts for landings. The mooring was transferred from the estate of his late father, to Charles A. Lamprey, III on March 21, 2025. Charles A. Lamprey, III is selling his business with boat, traps, buoys, and mooring tackle to Michael Devine, of Deerfield, NH, and has provided written documentation that verifies the sale as required in Pda 508.01 (c).
 3. Michael Devine of Deerfield, NH, has supplied an Initial Commercial Use Mooring Application with a valid NH license to take lobster and crab, and a valid 2025 NH boat registration. Michael Devine has supplied a copy of the document signed by each party (Devine and Lamprey) verifying the sale of the fishing business currently assigned to mooring #8490, boat, traps, buoys, and mooring tackle. Michael Devine understands that the mooring must remain in commercial use. He has also paid the transfer fee, as well as the initial mooring application fee.

I recommend that permit #8490 be transferred to:

Michael Devine
129 Mountain Ave.
Deerfield, NH 03037

Division of Ports & Harbors
Memorandum

To: Paul Brean, Executive Director, PDA 
From: Richard Hartley, Assistant Director 
Re: Commercial Mooring Transfer
Date: August 7, 2025

The Pease Development Authority, Division of Ports and Harbors has received a request for the transfer of a commercial mooring, permit #6213, from Thomas McNamara to Derek Fisher, of 22 Anns Ln, Hampton, NH, 03842.

I have reviewed the attached paperwork and concur with the local Harbor Master and the Deputy Chief Harbormaster that the request meets all of the requirements of the PDA-DPH Code of Administrative Rules regarding commercial mooring transfers. Therefore, I am requesting approval of the transfer.

If you have any questions or need further information, please let me know.

Division of Ports & Harbors Memorandum

To: Richard Hartley, Assistant Director
From: Tracy R Shattuck, Chief H/M *TS*
Re: Commercial Transfer (McNamara to Fisher)
Date: August 7, 2025

-
1. Thomas McNamara is requesting the transfer of a Commercial Use Mooring Permit (#6213) in the Hampton 3 mooring field to Derek Fisher, of Hampton, NH.
 2. Thomas McNamara has provided documentation for his commercial use of the mooring in the 2024 fishing season in the form of his commercial fishing license. The mooring was transferred from General Use to Commercial Use on 5/28/2025. Thomas McNamara is selling the boat and gear to Derek Fisher, of Hampton, NH, and has provided written documentation that verifies the sale as required in Pda 508.01 (c).
 3. Derek Fisher of Hampton, NH, has supplied an Initial Commercial Use Mooring Application with a valid NH Commercial Saltwater Fish Vessel Charter license of his business partner, proof of registration with the State of NH "Optimist Fisheries, LL" registration as an LLC, and a valid 2025 NH boat registration. Derek Fisher has supplied a copy of the document signed by each party (McNamara, Fisher, and Stevens (business partner) verifying the sale of the fishing business currently assigned to mooring #6213, mooring tackle, and fishing gear. Derek Fisher understands that the mooring must remain in commercial use. He has also paid the transfer fee, as well as the initial mooring application fee.

I recommend that permit #6213 be transferred to:

Derek Fisher
22 Anns Ln.
Hampton, NH 03842



PEASE

INTERNATIONAL

PORTS AND HARBORS

555 Market Street, Suite 1 Portsmouth, NH 03801

Date: August 20, 2025

To: Paul Brean, Pease Development Authority ("PDA") Executive Director 

From: Richard Hartley, Acting Director Ports and Harbors 

Subject: Bulk Fuel Deliveries – Roberts Energy, LLC.

The Division of Ports and Harbors (the "Division") received a request from Roberts Energy, LLC. ("Roberts") for a Right of Entry (ROE) to make bulk diesel fuel deliveries to vessels at Division facilities. Over the water, direct to vessel diesel fuel deliveries are regulated as follows:

- By the U.S. Coast Guard in accordance with 33 CFR and 46 CFR for vessels whose fuel capacity is 10,500 gallons or more
- By the Office of the State Fire Marshal in accordance with the NFPA 30 for vessels whose capacity is less than 10,500 gallons
- By the PDA for all vessels desiring to receive fuel deliveries from Division properties

The Division has reviewed the request of Roberts and recommends approval through your Delegation of Authority to approve Right of Entries for 6 months or less, adopted May 10, 1994 and amended April 20, 2018, generally in accordance with the following terms and conditions:

PREMISES: Market Street Marine Terminal/Hampton and Rye Harbor Marine Facilities/Portsmouth Commercial Fish Pier

PURPOSE: Delivery of diesel fuel over the water to Commercial Vessels, Party and Charter Boats, and Commercial Fishing Vessels

TERM: Six months, commencing August 25, 2025 through February 25, 2026

FEES: For duration of the ROE, the Fluids Transfer (gasoline prohibited) fees will be set by the rate found in the Market Street Terminal Schedule of Rates, Rules, and Regulations (Exhibit A). Presently, these are as follows:

1. \$0.16 per gallon for vessels with tank capacity of less than 10,500 gallons;
2. \$0.02 per gallon for vessels with a tank capacity of greater than 10,500 gallons.

INSURANCE:

Minimum insurance coverage, to include Commercial General Liability Insurance in the amount of \$2,000,000.00 with an endorsement for piers, docks and gangway coverage. Workers Compensation coverage to the statutory limits, automobile liability coverage in a minimum amount of \$1,000,000.00 and pollution liability in a minimum amount of \$1,000,000.00 to cover losses arising from fuel spills. Said policy shall include the State of New Hampshire and PDA-DPH as additional insureds on the Commercial General Liability policy and pollution liability, include a waiver of subrogation in favor of the State of New Hampshire and the PDA-DPH, and provide that such coverage shall be primary and non-contributing with respect to any coverage, self-insured or otherwise, which may be carried by the State or PDA-DPH. Amounts and types of coverage may change from time to time contingent upon the nature and scope of operations of each entity authorized to conduct business at PDA-DPH properties. Insurance provided pursuant to the ROE may not be cancelled without providing PDA-DPH with at least thirty (30) days advance written notice.

ADDITIONAL
TERMS AND
CONDITIONS:

Proof of compliance with applicable sections of 33 CFR and 46 CFR

For vessels with less than 10,500 gallon capacity, diesel fuel (gasoline prohibited) will only be delivered to vessels that have a contractual agreement with the PDA-DPH to receive deliveries including an approval issued by the New Hampshire State Fire Marshal.

For vessels with greater than 10,500 gallon capacity, diesel fuel (gasoline prohibited) will only be delivered to commercial vessels at the Market Street Marine Terminal with prior permission of the Division.

Diesel fuel (gasoline prohibited) deliveries at the recreational docks at the Hampton and Rye Marine Facilities shall only be between the hours of 5:30 AM and 7:30 AM or after 6:00 PM.

If approved, the Right of Entry will be reported to the PDA Board of Directors at its next scheduled meeting.



Division of Ports and Harbors Advisory Council
555 Market St.
Portsmouth, NH 03801
Tel 603-436-8500
Fax 603-436-2780

PORT ADVISORY COUNCIL MEETING MINUTES
WEDNESDAY JUNE 11, 2025 4:00 PM

PRESENT: Chris Snow, Chair
Mike Donahue, Vice-Chair
Erik Anderson
Bill McQuillen (arrived at 4:10)
Chris Ward
Richard Hartley, Assistant Port Director
Ethan Murray, Terminal Operations Manager

1. CALL TO ORDER

Chair Snow called the meeting to order at 4:00 PM.

2. APPROVE MINUTES

Anderson made a motion to approve the April 30, 2025 minutes, Donahue seconded. No discussion, a vote was taken, all were in favor and the motion passed.

3. FINANCE REPORT

The finance report for the period ending March 2025 was included in the packet. Business unit analysis shows operating expenses and everything looks to be in the negative except for Market St. and Harbor Management. For Hampton it's showing negative but about \$500,000 of ARPA funding is not accounted for in that number. Hartley explained that he has been working closely with Suzy on better understanding the accounting practices being used. As a reminder, the non-operating income is grant or state (ARPA) money coming in to the Port. Port Staff has been working with PDA Finance on projecting future budget numbers, setting priorities for expenses, and working on the 6-year Capital Improvement Plan. There was a shift in discussion to the Rye Harbor Study and future projects will be further solidified once the study is completed and reviewed. Hartley mentioned that there is going to be another public engagement event scheduled for June 26, this will be an information sharing session where Tighe & Bonde plan to provide a summary of the feedback received from stakeholders to date and talk about the next steps. Donahue commented that March was a good month and came in about \$45,000 over budget in revenue. Most of that was created by operating revenues.

4. PISCATAQUA RIVER VESSEL TRANSIT REPORT

The May 2025 report was included in the packet; it was a slow month but that is typical for this time of year.

5. DIRECTOR'S REPORT

Hartley reported on the following items from the May 20, 2025 PDA Board meeting. Materials

were included in the meeting packet:

- i. Reports:
 - 1. DPH Facilities Report
 - 2. Hampton Harbor, Charter boat Right of Entry, Miss Maura Fisheries, LLC
- ii. Approvals:
 - 1. Granite State Minerals, Exercise Second of Three (3) One-Year Options to License and Operating Agreement
- Other facility updates:
 - i. Hampton
 - 1. Discussion on the conversion of the 10,000-gal diesel fuel tank to unleaded fuel, discussion included lost fuel sales, public service, and possible use of fuel cubes.
 - ii. Rye
 - 1. Discussion on the contractor using Rye Harbor for the project on Harbor Rd. Concerns on Bauer using more area than allowed in the ROE, and may no longer be working on the seawall. Ward said that he's been approached by numerous people complaining about the condition of the parking lot and heavy equipment. Murray reported that Bauer does regrade as needed. In the end, it was decided that Hartley will follow up to determine the impact the operation is having on the facility, look at the current fees, and obtain a schedule for completion of the project.
 - iii. PFP
 - 1. Building Field Report, the most recent report with photos was included in the meeting packet. Project should be done end of summer, early fall.
 - 2. Repairs are needed to the guide rods on the floating docks; this was discovered during the completion of the recent pier repairs but not included in the scope of work for that project so will go out to bid when the time comes. Further discussion regarding cost recovery and if pier use permits are going up to help pay for this. The Port is planning to pay for these repairs for the fishing community.
 - 3. Discussion on providing ice at PFP. The Port staff is looking into vendors that may provide ice as there is currently no cold room funded for ice/fresh fish room in the new building. Murray spoke on a PIDP grant that the Port will be applying for to possibly fund & reimburse items for the fish pier building and the Market St. Terminal.

6. NEW BUSINESS

- NHPA Response letter to Coast Guard First District Coastal Buoy Modernization Initiative Proposal
 - i. Discussion on the state of the Coast Guard and the funding dilemma that they are in as far as staffing and maintaining buoys. Hartley reported that the Port Authority doesn't support the removal of the buoys that mark the entrances to Rye & Hampton Harbors and has provided a draft letter for the Council's

consideration as a response to the request for public comment. Donahue made a motion to endorse the letter that was included in the meeting packet, with the date changed to reflect today's date (rather than tomorrow), indicating that the Council endorse and fully support the statement of the Assistant Director of the NH Port Authority commenting on the Coast Guard's request to receive public input on the removal of the buoys. Anderson seconded, a vote was taken, all were in favor and the motion passed. Anderson commented that it might be a good idea to send a copy of the request from the Coast Guard to mooring holders with hopes that they may also respond to the request for comment. Donahue indicated the Propeller Club may write a letter as well. Hartley mentioned that CG District 1 is typically the first district to make changes and then the rest of the districts follow along at a later date as appropriate.

- Schedule of Terminal Fees, Market St. Terminal
 - i. Hartley reported the proposed schedule to the Port Committee members and reported the item is on the PDA Board June 17th meeting agenda. A consulting firm, International Association of Maritime & Port Executives (IAMPE) was hired to prepare the Rules, Regulations, and Fees document. Port staff and PDA legal worked closely with IAMPE to finalize the document that is provided in the packet. The proposed increase in fees should increase revenue at the Market St. Terminal exponentially.

7. COMMITTEE REPORTS

- Business Development/FTZ- Donahue endorsed Ethan's efforts to get more activity at Market St. Terminal. One question about Atlantic Marine, has there been any increase in activity with their presence here? They've been in contact with agencies to let them know they are here, lots of inquiries.
- Dredging- no report
- Fisheries- Anderson reported that the lobster fishery is the dominating fishery, prices have gone up a little bit. NOAA released a report that there are cooling trends in the Gulf of Maine caused by the Labrador Shelf, as we know the warming trends have been the demise of the ground fishing and so it's good news to see this cooling trend.
- Government- no report
- Moorings- Snow reported on the Mooring Analysis report, the numbers don't usually change much from year to year, but one that jumped out is the percent of individuals on the wait list that already have a mooring went from 38% to 68%. That means people are applying for multiple areas, not just one particular area.
- Marine Facilities- its good to see the repairs being done at the facilities. Charters are ramping up for the season.

8. OLD BUSINESS

No old business.

9. PUBLIC COMMENT

Chip Taccetta asked about funding for dredging the area at the main pier at Market St. Terminal and the Functional Replacement of the Barge Dock. Both items are moving forward, the main pier dredging is a request in the State's capital budget.

10. PRESS QUESTIONS

No press present

11. ADJOURNMENT

The meeting adjourned at 5:15.

MOTION

Director Levesque:

The Pease Development Authority Board of Directors hereby moves that item numbers _____ from the Division of Ports and Harbors consent agenda list below be approved as a single consent agenda item, and that the proposed motions included for each be incorporated into such approval as the operative motion for each item.

1. Reappointment of Captain Chris Holt a Class I Pilot
(Conard)
2. Pda 700 SLIP PERMITS; STATE-OWNED RESTRICTED PIERS
Rules, Final Adoption (Fournier)
3. Initial Proposed Amendment to the Schedule of Pilotage
Fees and Pilotage Unit Rates (Semprini)

N:\RESOLVES\2025\Consent Agenda – DPH (9-16-2025).docx

MOTION

Director Conard:

The Pease Development Authority (PDA) Board of Directors hereby authorizes the Executive Director in accordance with NH Code of Administrative Rules Pda 300 Port Captains, Pilots and Pilotage, and the memorandum of Richard Hartley, Acting Director of Ports and Harbors, dated August 28, 2025, attached hereto, to reappoint Captain Christopher D. Holt as a Class I Pilot for the Portsmouth Harbor and Piscataqua River through August 22, 2030.



PEASE

INTERNATIONAL

PORTS AND HARBORS

555 Market Street, Suite 1 Portsmouth, NH 03801

Date: August 28, 2025
To: Pease Development Authority ("PDA") Board of Directors
From: Richard Hartley, Acting Director Ports and Harbors 
Subject: Pilot Reappointment

In accordance with the Code of Administrative Rules, CHAPTER Pda 300 PORT CAPTAINS, PILOTS AND PILOTAGE the Division of Ports and Harbors (the "Division") has received a completed application for reappointment as a Class I pilot from Captain Christopher D. Holt.

The Division had reviewed the application and has found that Captain Holt has met the requirements as set forth in:

- Pda 305.03
- Pda 305.06 (except Pda 305.06(b)(5) and (7) per Pda 305.03(c))
- Pda 305.08

Therefore the Division of Ports and Harbors recommends the PDA Board of Directors approve the reappointment of Captain Christopher D. Holt Jr as a Class I pilot for Portsmouth Harbor and the Piscataqua River for the following term:

TERM:

The appointment shall be for a term concurrent with Captain Holts Merchant Mariner Credential which expires **22-AUG-2030** (Pda 305.01(d)) and subject to the requirements for Annual Certifications (Pda 305.09)

MOTION

Director Fournier:

In accordance with RSA 12-G:42, VI and VII, the PDA Board of Directors hereby finally adopts amendments to Chapter Pda 700, Pda 700 SLIP PERMITS; STATE-OWNED RESTRICTED PIERS as amended in accordance with the Conditional Approval issued on August 20, 2025, by the Joint Legislative Committee on Administrative Rules attached hereto.

In accordance with RSA 541-A:14, the Acting Director of Ports and Harbors shall submit Chapter Pda 700 as adopted, to the Director of Legislative Services for filing.

N:\RESOLVES\2025\Pda 700 Final Adopt (9-16-25)

Date: August 28, 2025

To: Pease Development Authority ("PDA"), Board of Directors

From: Richard Hartley, Acting Director Ports and Harbors 

Subject: Final Adoption, Administrative Rules; Pda 700, Slip Permits; State-Owned Restricted Piers

In accordance with RSA 12-G:42, VI and VII, the Pease Development Authority ("PDA"), acting through its Division of Ports and Harbors (the "Division"), shall adopt administrative rules pursuant to RSA 541-A. The Division has been working to readopt, with amendments, Administrative Rules Chapter Pda 700 Slip Permits; State-Owned Restricted Piers (the "Pda 700 Rules") and is now in the final stages of the rule making process.

In accordance with RSA 541-A, the Division prepared a Conditional Approval Response ("CAR") which was presented to, and approved by, the PDA Board of Directors at its August 19, 2025 meeting. The approved CAR was submitted to New Hampshire's Office of Legislative Services ("OLS") on August 19, 2025. On August 20, 2025, OLS provided confirmation that the Board has complied with the conditional approval and that the Pda 700 Rules may be adopted (see attached letter).

Therefore, the Division of Ports and Harbors recommends that the PDA Board of Directors approve the Division to submit the Final Adoption of Administrative Rules Chapter Pda 700 (attached) to OLS to become effective the day after they are received at the Office of Legislative Services, all pursuant to RSA 541-A:14. Upon submission of the Pda 700 Final Adopted Rule text, a draft manuscript of the Pda 700 Rules will be prepared by OLS for PDA's review and certification before publication.

STATE OF NEW HAMPSHIRE



OFFICE OF LEGISLATIVE SERVICES

STATE HOUSE
107 NORTH MAIN STREET, ROOM 109
CONCORD, NEW HAMPSHIRE 03301-4951

August 20, 2025

Pease Development Authority
Division of Ports and Harbors
555 Market St.
Portsmouth, NH 03801

Re: Conditional Approval Confirmation of Final Proposal 2025-77

Dear Board Members:

At its meeting on July 17, 2025, the Joint Legislative Committee on Administrative Rules (Committee) voted, pursuant to RSA 541-A:13, V(a), to conditionally approve Final Proposal 2025-77 of the Pease Development Authority (Board) containing Pda 701 to Pda 710 for rules regarding slip permits at state-owned restricted piers. The Committee's approval was conditioned on amending Final Proposal 2025-77 as specified in the Board's conditional approval request dated July 8, 2025.

On August 19, 2025, our office received your written response indicating how Final Proposal 2025-77 was amended in accordance with the conditional approval. We have reviewed the explanation pursuant to RSA 541-A:13, V(a), and have determined that Final Proposal 2025-77 has been amended in accordance with the conditional approval and RSA 541-A:13, V(a). Therefore, you may now adopt and file the rules in Final Proposal 2025-77, as amended.

If you have any questions concerning the provisions of RSA 541-A, please contact me at kim.reeve@gc.nh.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim", followed by a long horizontal line.

Kim Reeve
Committee Attorney

cc: Paul E. Brean, Executive Director, Division of Ports and Harbors, PDA
Brenda Therrien, Administrative Assistant, Division of Ports and Harbors, PDA

Readopt Pda 701 through Pda 708 effective 10-20-15 (Document #10949), to read as follows:

PART Pda 701 PURPOSE

Pda 701.01 Purpose. The purpose of Pda 700 is to provide a comprehensive slip permit system pursuant to RSA 12-G:42, VI, for the implementation of RSA 12-G:42, VII which authorizes the authority to set and collect fees for state-owned slips in ports, harbors, and state tidal waters. State-owned slips exist at both state-owned commercial piers and state-owned restricted piers. Because pier use, berthing, and skiff permits issued under Pda 600 for state-owned commercial piers function as slip permits under RSA 12-G:42, VII, Pda 700 recognizes that these permits constitute slip permits. The pier use, berthing, and skiff permits issued under Pda 600 allow a vessel to occupy a state-owned slip at a state-owned commercial pier. The slip permits issued under Pda 700 for state-owned restricted piers allow a vessel to occupy a state-owned slip at a state-owned restricted pier.

PART Pda 702 SLIP PERMITS REQUIRED

Pda 702.01 Slip Permit Required for State-Owned Slip; Exceptions. No vessel shall occupy a state-owned slip, unless the owner or operator of the vessel has obtained a slip permit for such vessel, except for the following:

- (a) A private recreational vessel secured to a recreational-use pier in compliance with Pda 603.01;
- (b) A vessel secured to a business-use pier in compliance with Pda 603.02(d);
- (c) A vessel secured to a state-owned restricted pier in compliance with Pda 703.01; and
- (d) A vessel secured to a recreational-use pier in compliance with Pda 603.01(d)(1)b.2., 5., 6., or 7.

Pda 702.02 Limited Applicability of Slip Permits for State-Owned Restricted Piers. Any vessel with a slip permit issued under Pda 706 shall only be authorized to occupy a state-owned slip at a state-owned restricted pier.

Pda 702.03 Certain Permits Constitute Slip Permits. For the purposes of the comprehensive slip permit system established in Pda 700, the following permits issued under Pda 600 shall constitute a slip permit:

- (a) A pier use permit issued under Pda 600;
- (b) A berthing permit issued under Pda 600 for the Portsmouth pier berthing area; and
- (c) A skiff permit issued under Pda 600.

Pda 702.04 Limited Applicability of Slip Permits for State-Owned Commercial Piers. Any vessel with a slip permit listed under Pda 702.03 shall only be authorized to occupy a state-owned slip at a state-owned commercial pier. Such vessel shall not be authorized to occupy a state-owned slip at a state-owned

restricted pier, unless the owner, operator, or duly authorized agent has applied for and obtained a slip permit under Pda 704 and Pda 706.

PART Pda 703 USE OF STATE-OWNED RESTRICTED PIERS; REMOVAL OF VESSELS

Pda 703.01 Use of State-Owned Restricted Piers. A vessel without a slip permit issued under Pda 706 may be secured to a state-owned restricted pier, if the vessel operator requests permission to be so secured and the division director or an employee of the division:

(a) Determines that the securing of the vessel would not interfere with the use of the pier by another vessel approaching, departing from, or already secured to the pier and that one or more of the following applies:

- (1) The vessel requires emergency repairs;
- (2) Weather or tide conditions make it hazardous for the vessel not to be secured to the pier;
- (3) A medical emergency exists involving a passenger or crew member;
- (4) The crew or passengers, or both, of the vessel are making use of state-owned facilities for official government business; or
- (5) Failure to secure the vessel to the pier would result in an imminent and substantial hazard to navigation or to the safety of any person on board such vessel; and

(b) Gives the operator of the vessel oral permission to be secured to the pier, but only for as long as the situation creating the reason for the stay exists.

Pda 703.02 Removal of Vessels from State-Owned Restricted Piers. If any vessel is secured to or berthed at or otherwise occupies a slip or a portion of a slip at a state-owned restricted pier in violation of Pda 700, and the owner or operator is not available or refuses to move the vessel, the division shall remove or arrange for the removal of such vessel from the state-owned restricted pier in accordance with RSA 12-G:52-b.

PART Pda 704 PERMITS

Pda 704.01 Granting of Annual State-Owned Restricted Pier Slip Permits; Modification, Duration, and Nontransferability.

(a) The division director or designee shall grant pursuant to Pda 706.01 annual state-owned restricted pier slip permits for state-owned restricted piers, on a space available basis, only for vessels authorized under a written contractual agreement with the authority to make use of any state-owned restricted pier. The written contractual agreement shall include the following terms and conditions:

- (1) The specific primary use(s) and any accessory use(s) for that user permitted by the authority, whether such uses are exclusive or nonexclusive, and any restrictions or limitations on use specific to the authorized user;
- (2) Payment of the amount of dockage, wharfage, or other fees or charges to the authority;
- (3) Insurance types and coverage amounts required by the authority;

(4) Indemnification of the authority for any injury to person or property; and

(5) The contract term together with the date and time of permitted use(s).

(b) Only the owners or operators of the vessels specified pursuant to (a) above shall be permitted to apply for an annual state-owned restricted pier slip permit under Pda 700 by:

(1) Identifying the state-owned restricted pier for which the applicant seeks a slip permit;

(2) Submitting a completed application form as described in Pda 709.01 to the division; and

(3) Paying the applicable annual slip permit fee.

(c) An annual state-owned restricted pier slip permit shall be valid for a one-year period from January 1 to December 31. All annual state-owned restricted pier slip permits issued during the time period from January 1 to December 31 shall expire on December 31.

(d) Annual state-owned restricted pier slip permits shall not be transferable.

(e) An annual state-owned restricted pier slip permit for any state-owned restricted pier shall allow the permit holder to occupy a slip or portion of a slip at the designated wharf subject to the requirements of Pda 700 and such additional terms and conditions set forth in a written contractual agreement referenced in Pda 704.01(a) between the authority and the permit holder, the permit holder's employer or hirer, or any association in which the permit holder is a member.

(f) Any available slip space not specifically reserved or scheduled for priority use under the terms of a written contractual agreement referenced in Pda 704.01(a) with the authority shall be available to the division for its use or use by a vessel:

(1) With an annual state-owned restricted pier permit and a written contractual agreement referenced in Pda 704.01(a) with the authority to utilize a state-owned restricted pier;

(2) Authorized by the division to secure to a state-owned restricted pier under Pda 703.01; or

(3) With a single-use state-owned restricted pier slip permit obtained under Pda 704.02(a).

(g) An annual state-owned restricted pier slip permit shall be modified by substitution of a modified or replacement vessel for the vessel identified in the permit if the following conditions are met:

(1) The permit holder provides to the division, at least 14 days before making use of the modified or replacement vessel under the annual state-owned restricted pier slip permit:

a. Written notice of any changes to vessel information under Pda 709.01(b)(8); and

b. If there is a new registration for the vessel, a copy of such registration; and

(2) Before making use of a modified or replacement vessel under the annual state-owned restricted pier slip permit, the permit holder pays to the division an amount equal to the difference in the amount, if any, that the slip permit fee for the modified permit exceeds the slip permit fee paid for the original permit.

(h) The expiration date of an annual state-owned restricted pier slip permit modified under (g) above shall be the same as the originally issued permit.

(i) In order to maintain updated information with the division, each annual state-owned restricted pier slip permit holder shall notify the division in writing, within 30 days of the change, of any changes to

information required pursuant to Pda 709.01(b)(1)-(7).

Pda 704.02 Granting of Single-Use State-Owned Restricted Pier Slip Permits; Duration and Nontransferability.

(a) The division director or designee shall grant pursuant to Pda 706.02 single-use state-owned restricted pier slip permits for the Barker wharf or the Burge wharf only for the following vessels on a space available basis if authorized under a written contractual agreement referenced in Pda 704.02(d):

- (1) A charter boat;
- (2) A commercial cargo vessel in transit requiring a temporary berth or seeking to load or unload cargo in New Hampshire; or
- (3) Any vessel invited to Portsmouth harbor by a nonprofit organization registered in New Hampshire or any state or local governmental agency to attend or otherwise participate in any celebration, festival, or historical reenactment held within the state.

(b) The division director or designee shall grant, pursuant to Pda 706.02, single-use state-owned restricted pier slip permits for the marine terminal wharves on a space available basis for any vessel authorized under a written contractual agreement referenced in Pda 704.02(d):

- (1) Proposing to occupy all or a portion of one of the slips located at the marine terminal wharves; and
- (2) That agrees to pay the applicable slip fee and all other applicable fees associated with use of the marine terminal wharves.

(c) The owner or operator of a vessel identified under (a) or (b) above shall be permitted to apply for a single-use state-owned restricted pier slip permit.

(d) A single-use state-owned restricted pier slip permit shall allow the vessel to occupy a slip or portion of a slip at the state-owned restricted pier, as specified in the permit, subject to the Pda 700 and such additional terms and conditions set forth in a written contractual agreement. The written contractual agreement shall include the following terms and conditions:

- (1) The specific primary use(s) and any accessory use(s) for that user permitted by the authority, whether such uses are exclusive or nonexclusive, and any restrictions or limitations on use specific to the authorized user;
- (2) Payment of the amount of dockage, wharfage, or other fees or charges to the authority;
- (3) Insurance types and coverage amounts required by the authority;
- (4) Indemnification of the authority for any injury to person or property; and
- (5) The contract term together with the date and time of permitted use(s).

(e) A single-use state-owned restricted pier slip permit shall be valid for a one-time use of the pier for the period of time specified in the permit, not to exceed 24 hours. The holder of the permit may extend the stay beyond the time in the permit by paying the required fee(s), subject to available slip space.

(f) A single-use state-owned restricted pier slip permit shall not be transferable.

(g) Any person who qualifies for a single-use state-owned restricted pier slip permit may make application for a permit by:

- (1) Submitting an application as described in Pda 706.02 to the division; and
- (2) Paying the single-use state-owned restricted pier slip permit fee.

PART Pda 705 WAIT LIST FOR BARKER AND BURGE WHARVES – RESERVED

PART Pda 706 PERMIT APPLICATIONS; PROCESSING OF APPLICATIONS

Pda 706.01 Annual State-Owned Restricted Pier Slip Permit; Application Requirements; Processing.

(a) An applicant for an annual state-owned restricted pier slip permit shall:

(1) Obtain an annual state-owned restricted pier slip permit application form:

- a. In person, from the division office located at 555 Market Street, Portsmouth, New Hampshire; or
- b. By sending a request in writing, including a self-addressed, stamped envelope to the division office at the following address:

Pease Development Authority
Division of Ports and Harbors
555 Market Street
Portsmouth, NH 03801-3532

(2) Provide the information and certification required on the annual state-owned restricted pier slip permit application form, as provided in Pda 709.01(b) and (d); and

(3) Attach to the application the following:

- a. A photocopy of the applicant's New Hampshire state tidal registration, other state registration, or International Maritime Organization number for a commercial vessel;
- b. If the vessel described on the application is a charter boat, a photocopy of the vessel's New Hampshire state tidal registration, or other state registration, and U.S. Coast Guard merchant mariner's license for the operator; and
- c. Payment of the annual state-owned restricted pier slip permit fee, provided that fees paid in the form of a check or a money order shall be made payable to "Pease Development Authority, Division of Ports and Harbors" or "PDA-DPH."

(b) The applicant or the applicant's duly authorized officer or member shall sign the application.

(c) Upon receipt of the application form by the division, the division director or designee shall verify that:

- (1) The applicant has provided all applicable information and documentation required under Pda 709.01;

- (2) The applicant has attached the documentation required under (a)(3) above;
- (3) The vessel information on the New Hampshire state tidal registration, other state registration, or International Maritime Organization, or federal documentation is the same vessel information provided on the application;
- (4) The annual state-owned restricted pier slip permit fee is paid, provided that the check or money order is made payable to "Pease Development Authority, Division of Ports and Harbors" or "PDA-DPH" and is attached to the application;
- (5) There is a valid written contractual agreement between the authority and the applicant covering the permit period as referenced in Pda 704.01(a);
- (6) There is no reason to deny the application under Pda 707.02; and
- (7) The applicant has signed the application.

(d) Within 30 days of receipt of the application by the division, the division director or designee shall grant or deny the application consistent with the provisions of Pda 707.

(e) If the applicant is granted an annual state-owned restricted pier slip permit under Pda 707, the division director or designee shall:

- (1) Issue an annual state-owned restricted pier slip permit to the applicant;
- (2) Sign and date the permit(s); and
- (3) Mail a photocopy of the permit(s) to the applicant at the address specified by the applicant on the permit application, or, if none is specified, to the applicant's permanent address.

Pda 706.02 Single-Use State-Owned Restricted Pier Slip Permit; Application Requirements; Processing.

(a) Only the owner, operator, or agent of an owner or operator of a vessel specified in Pda 704.02 shall be eligible to apply for a single-use state-owned restricted pier slip permit.

(b) Prior to or immediately upon securing a vessel to a state-owned restricted pier, an applicant for a single-use state-owned restricted pier slip permit shall make an oral or written application.

(c) The applicant shall provide the information required in Pda 709.02(a) to the division either:

- (1) By telephone in accordance with:
 - a. Signage posted by the division at the state-owned restricted pier that displays the telephone number(s) of the division; or
 - b. The instructions on the division's internet website that provide the telephone number(s) of the division; or

(2) In person to the division at the pier or the division's office.

(d) If the applicant contacts the division by telephone, the division director or an employee of the division shall enter the information provided by the applicant on a single-use state-owned restricted pier slip permit application form and allow the applicant to secure the vessel to the pier after the division director or employee verifies the accuracy of the information relating to the vessel operator and vessel provided

under (b) above, if space is available.

(e) Once the vessel is secured to the state-owned restricted pier, the applicant shall:

(1) Display to, and allow a copy to be made by, the division director or employee of the division:

a. The applicant's New Hampshire state tidal registration, or other state registration, or International Maritime Organization number for a commercial vessel; and

b. If the vessel described on the application is a charter boat, a photocopy of the vessel's New Hampshire state tidal registration, or other state registration, and U.S. Coast Guard merchant mariner's license for the operator;

(2) Make payment of the single-use state-owned restricted pier slip permit fee, provided that fees paid in the form of a check or a money order shall be made payable to "Pease Development Authority, Division of Ports and Harbors" or "PDA-DPH;" and

(3) Sign the application form.

(f) Upon receipt of a signed application and tender of the single use state-owned restricted pier slip permit fee, the division director or employee shall grant or deny the application consistent with the provisions of Pda 707.

(g) If the applicant is granted a single-use state-owned restricted pier slip permit under Pda 707, and meets the requirements of (e) above, the division director or employee shall:

(1) Enter the time of day and date that the permit was granted on the permit;

(2) Sign the permit; and

(3) Issue a single-use state-owned restricted pier slip permit to the applicant.

PART Pda 707 GRANT OR DENIAL OF PERMIT APPLICATION; REVOCATIONS; HEARINGS

Pda 707.01 Annual and Single-Use State-Owned Restricted Pier Slip Permits. Applications under Pda 706 for annual state-owned restricted pier slip permits and single-use state-owned restricted pier slip permits shall be granted unless denied by the division in accordance with Pda 707.02.

Pda 707.02 Reasons for Denial of Application.

(a) The director shall deny a permit application for an annual or single-use state-owned restricted pier slip permit if the applicant:

(1) Is not a qualified applicant under Pda 704.01(a) and (b) or Pda 704.02(a) or (b), as applicable;

(2) Has not included the required permit fee;

(3) Has not provided the required information and documentation under Pda 709, for the type of permit applied for;

(4) Has provided materially false information on the application form or to a representative of the division, or has provided materially false or invalid information in any of the documentation required under Pda 709;

(5) Has failed to:

- a. Timely pay any fees or other costs due the authority or the division under RSA 12-G:42-53 or rules adopted thereunder and such fees or other costs remain due and payable at the time the application is filed;
- b. Timely pay any fines assessed under RSA 12-G:52 or RSA 12-G:52-a and such fine or fines remain due and payable at the time the application is filed; or
- c. Obey any lawful order of the director, the chief harbor master, the deputy chief harbor master, a harbor master, or an assistant harbor master and full compliance with such lawful order remains outstanding at the time the application is filed; or

(6) Has not signed the application.

(b) The director shall deny a permit application for an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit if the division determines that the vessel cannot be safely secured at the slip, taking into consideration the LOA, width, and draft of the vessel, the strength of the particular pier to which the vessel will be secured, and the potential for storms, wind, waves, tides, currents, and wash at the proposed location.

Pda 707.03 Revocation of State-Owned Restricted Pier Slip Permit.

(a) The director shall revoke an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit for any of the following reasons, as applicable to the type of permit:

- (1) The permit was transferred in violation of Pda 704.01(d) or 704.02(f);
- (2) The applicant has provided materially false information on the application form or to a representative of the division, or has provided materially false or invalid information in any of the documentation required under Pda 709;
- (3) The permit holder's use of the state-owned restricted pier is in violation of the law, including any rule set forth in Pda 700, presents an imminent and substantial threat to human health, public safety, or the environment, or is likely to result in immediate and substantial damage to division property;
- (4) The permit holder has failed during the term of the permit to:
 - a. Timely pay any fees or other costs due the authority or the division under RSA 12-G:42-53 or rules adopted thereunder and such fees or other costs remain due and payable for more than 30 days;
 - b. Timely pay any fines assessed under RSA 12-G:52 or RSA 12-G:52-a and such fine(s) remain due and payable for more than 30 days; or
 - c. Obey any lawful order of the director, the chief harbor master, the deputy chief harbor master, a harbor master, or an assistant harbor master and full compliance with such lawful order remains outstanding for more than 30 days;
- (5) The permit holder ceases to have any ownership interest in a vessel identified in the permit holder's permit;

(6) The permit holder returned the permit to the division in accordance with Pda 707.06

(7) The permit holder did not provide the written notification to the division required under Pda 707.06(a); or

(8) The permit holder has committed a material breach of any written contractual agreement with the authority.

(b) The director shall provide notice and opportunity for a hearing before revocation of an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit.

Pda 707.04 Hearings; Notice of Denial.

(a) Any hearing required pursuant to Pda 707.03 shall be held by the division director or designee.

(b) If a permit is denied or revoked under Pda 707.03(b) after notice and opportunity for a hearing, notice of the denial or revocation and the reason(s) therefor shall be sent to the applicant in writing within 10 working days of the decision.

Pda 707.05 Removal of Vessel from the State-Owned Restricted Pier if Permit Revoked. Within 10 days of receipt of a notice of revocation of a permit pursuant to Pda 707.03(b), or, if the applicant or permit holder files a request for reconsideration pursuant to Pda 708, within 10 days of receipt of a notice of decision under Pda 708.03(b), the vessel for which the permit was issued shall be permanently removed from its slip. If the vessel is not removed by 11:59 p.m. on the tenth day following the receipt of such notice, a representative of the division shall arrange for the removal of the vessel from its slip. The owner of the vessel shall be responsible for any costs incurred by the division in removing the vessel from its slip.

Pda 707.06 Written Notification and Return of Permit Required in Certain Circumstances.

(a) A permit holder shall provide written notification to the division within 15 days of the sale or other disposition of the vessel for which a state-owned restricted pier slip permit has been issued.

(b) A person required under (a) above to provide written notification to the division shall return the permit to the division within 15 days of the event requiring notification under (a) above.

PART Pda 708 RECONSIDERATION

Pda 708.01 Reconsideration; Who May Petition. The following person(s) may petition the division director for reconsideration pursuant to Pda 708:

(a) Any holder of an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit issued under Pda 700 whose permit was revoked by the division director pursuant to Pda 707.03; and

(b) Any applicant for an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit whose application was denied by the division director pursuant to Pda 706.01(d) or Pda 706.02(f).

Pda 708.02 Requirements for Petition for Reconsideration. A petition for reconsideration shall:

(a) Specify the date of the challenged decision;

(b) Specify every reason that the action taken by the division director was unlawful or unreasonable, including any error of law or error of fact;

(c) Include as an attachment a copy of the application or request that was denied or failed to receive approval; and

(d) Include any new or additional information relevant to the matter proposed for reconsideration.

Pda 708.03 Reconsideration by Division Director.

(a) A petition for reconsideration by the division director shall be filed with the division director within 10 days from receipt of notice of:

(1) Revocation of a permit pursuant to Pda 707.03; or

(2) Denial of a permit pursuant to Pda 706.01(d) or 706.02(f).

(b) The division director shall review a petition for reconsideration within 10 days of receipt and notify the petitioner of their decision on whether to grant or deny the petition within 5 business days of review.

(c) When making a decision on a petition for reconsideration, the division director shall consider any new or additional information relevant to the matter under reconsideration that was not available:

(1) In a permit denial proceeding, when the application in question was submitted; or

(2) In a permit revocation proceeding, when the decision to revoke a permit was rendered.

(d) The division director shall grant a petition for reconsideration if the division director finds it more likely than not that the decision was based on an error of law or fact or lacked facts that could reasonably sustain the decision.

(e) The division director shall deny a petition for reconsideration if the petition for reconsideration was not timely filed in accordance with (a) above, or the division director finds it more likely than not that the decision was not based on any error of law or that there were facts reasonably sustaining the decision.

Readopt with amendment Pda 709, effective 10-20-15 (Document # 10949), to read as follows:

Pda 709.01 Annual State-Owned Restricted Pier Slip Permit Application Form.

(a) Each person seeking an annual state-owned restricted pier slip permit shall complete an "Annual State-Owned Restricted Pier Slip Permit Application and Permit" form provided by the division and:

(1) Deliver or mail the completed application to:

Pease Development Authority
Division of Ports and Harbors
555 Market Street
Portsmouth, NH 03801-3532; or

(b) The applicant shall provide the following information on the "annual state-owned restricted pier slip permit application and permit" form:

- (1) The applicant's full legal name;
 - (2) The name and address of the applicant's business;
 - (3) The applicant's mailing address, if different from the business address identification in (2) above;
 - (4) Which address the applicant requests be used as the correspondence address by the division;
 - (5) The applicant's type of business organization, or state agency;
 - (6) The applicant's telephone number(s) including:
 - a. Business telephone number;
 - b. Home telephone number;
 - c. Business fax number;
 - d. Emergency telephone number; and
 - e. Cell telephone number;
 - (7) The applicant's email address;
 - (8) The following information pertaining to the vessel:
 - a. Vessel name;
 - b. New Hampshire or other state registration number or International Maritime Organization number;
 - c. Federal documentation number, if applicable;
 - d. Vessel LOA;
 - e. Vessel width;
 - f. Vessel draft;
 - g. Vessel color; and
 - h. Type of vessel;
 - (9) The state-owned restricted pier for which the applicant is seeking a slip permit; and
 - (10) The amount of slip space requested at the pier identified in (9) above.
- (c) The applicant shall attach the documentation required under Pda 706.01(a)(3).
- (d) By their signature, the applicant shall certify the following:
- "I certify that the statements and information in the enclosed documents are to the best of my knowledge and belief true, accurate and complete. I am aware that my state-owned restricted pier slip permit may be withdrawn by the Pease Development Authority for submitting false statements or information or omitting required statements or information."

(e) The applicant or the applicant's duly authorized officer or member shall sign and date the application.

Pda 709.02 Single-Use State-Owned Restricted Pier Slip Permit Application Form.

(a) The applicant, the division director, or an employee of the division shall enter the following information provided by an applicant under Pda 706.02(c) on a "Single-Use State-Owned Restricted Pier Slip Permit Application and Permit" form:

- (1) The applicant's full legal name;
- (2) The applicant's permanent address;
- (3) The applicant's telephone number(s) including:
 - a. Business telephone number;
 - b. Home telephone number;
 - c. Cell telephone number; and
 - d. An emergency contact telephone number;
- (4) The applicant's email address;
- 5) The following information pertaining to the vessel and registration and identification numbers:
 - a. Vessel name;
 - b. New Hampshire or other state registration number or International Maritime Organization number;
 - c. Federal documentation number;
 - d. Vessel LOA;
 - e. Vessel width;
 - f. Vessel draft;
 - g. Vessel color; and
 - h. Type of vessel;
- (6) The state-owned restricted pier for which the applicant is seeking a slip permit and the reason the applicant wishes to use the state-owned restricted pier; and
- (7) The amount of slip space requested at the pier identified in (6) above.

(b) The form shall require the division director or an employee of the division to verify that the applicant has displayed the documentation required under Pda 706.02(e)(1).

(c) By their signature, the applicant shall certify the following:

"I certify that the statements and information in this application are to the best of my

knowledge and belief true, accurate and complete. I am aware that my state-owned restricted pier slip permit may be withdrawn by the Pease Development Authority for submitting false statements or information or omitting required statements or information.”

(d) The applicant or the applicant’s duly authorized officer or member shall sign and date the application.

Readopt Pda 710.01 effective 4-17-15 (Document #10818, EXEMPT), cited and to read as follows:

PART Pda 710 PERMIT FEES

Pda 710.01 Fee Schedule.

(a) Following adoption of a Pda 700 fee schedule, Pda 700 fees shall remain in effect until new fees are adopted in accordance with (d) below. At least once a year the division director shall review the schedule of Pda 700 fees. If the division proposes to modify Pda 700 fees, the process shall be as described in (b) below.

(b) The following shall govern the adoption of Pda 700 fee schedules:

- (1) The division director shall prepare a proposed schedule of Pda 700 fees;
- (2) The division director shall publish a notice in at least 2 newspapers of general circulation of the availability of the proposed schedule of Pda 700 fees;
- (3) Within 30 days of publication of notice pursuant to (2) above, any person may submit to the division director written comments regarding the proposed schedule of Pda 700 fees;
- (4) Within 60 days of publication of notice pursuant to (2) above, the division director shall submit the proposed schedule of Pda 700 fees to the authority for review and approval;
- (5) The authority may:
 - a. Adopt the approved schedule of Pda 700 fees;
 - b. Adopt the approved schedule of Pda 700 fees in part; or
 - c. Adopt the approved schedule of Pda 700 fees in part and modify the schedule in part;
- (6) The fees adopted by the authority shall take effect on January 1 of the following year or 5 days after adoption by the authority, whichever is earlier, unless the authority specifies an alternate effective date that is at least 5 days after the date of adoption by the authority; and
- (7) Once adopted by the authority, the schedule of Pda 700 fees shall be made available to any person who requests a copy.

Readopt Pda 710.02 - Pda 710.04 effective 3-21-07 (Document #8846, EXEMPT), to read as follows:

Pda 710.02 Types of Fees. The following types of fees shall be set by the schedule of fees determined under Pda 710.01:

- (a) Annual state-owned restricted pier slip permit fee; and
- (b) Single-use state-owned restricted pier slip permit fee.

Pda 710.03 Waiver of Fees; Official Government Business.

(a) "Government agency" means any department, commission, board, institution, bureau, office, court, legislative body, or other entity, by whatever name called, established in the constitution, statutes, session laws, or executive orders of the local, state, or federal government.

(b) Fees under Pda 710.02 shall not be waived for any type of applicant for or holder of a permit issued pursuant to Pda 700 or any user of state-owned restricted piers, except in accordance with (c) below.

(c) Any fee required under Pda 710.02 for any permit to be issued under Pda 700 shall be waived by the division for any government agency, or employee or agent of any government agency, conducting official business. Any employee or agent of a government agency seeking a waiver of fees pursuant to Pda 710.03 shall:

- (1) Identify the government agency that the person is representing;
- (2) Display:
 - a. A government-issued photo identification card that identifies the person as an employee or agent of the government agency; or
 - b. A government issued identification card that identifies the person as an employee or agent of the government agency and a photo identification card; and
- (3) Identify the nature of the official business of the government agency that such employee or agent will be conducting at the state-owned restricted pier.

Pda 710.04 Fees Nonrefundable; Payment of Fees.

- (a) All Pda 710.02 fees shall be nonrefundable.
- (b) The fee(s) paid by check or money order shall be made payable to "Pease Development Authority, Division of Ports and Harbors" or "PDA - DPH."

APPENDIX

Rule number	State Statute/Federal Regulation Implemented
Pda 700 (Specific Pda 700 rules implementing specific statutes are listed below)	RSA 12-G:42
Pda 701	RSA 12-G:42, VI, VII
Pda 702	RSA 12-G:42, VI, IX
Pda 703 - Pda 709	RSA 12-G:42, VI
Pda 710.01	RSA 12-G:42, VI, VII
Pda 710.02 through Pda 710.04	RSA 12-G-42, XI

MOTION

Director Semprini:

The Pease Development Authority ("PDA") Port Committee hereby recommends that the PDA Board of Directors approve of the adoption of the Initial Proposed Amendments to the Schedule of Pilotage Fees and Pilotage Unit Rates pursuant to Pda 311.01 (b) of Pda Chapter 300, Port Captains, Pilots and Pilotage, of the N.H. Code of Administrative Rules; all in accordance with the memorandum of Richard Hartley, Acting Director of Ports and Harbors, dated September 4, 2025, and the Initial Proposed Amendments attached hereto.

Date: September 4, 2025

To: Pease Development Authority (PDA), Board of Directors

From: Richard Hartley, Acting Director Ports and Harbors 

Subject: Initial Proposed Amendment to the Schedule of Pilotage Fees and Pilotage Unit Rates

RSA 12-G:49-a requires that all vessels required to engage a pilot pay a pilotage fee to the pilot, with such fees being established by the Pease Development Authority ("PDA"). *See also* RSA 12-G:42, XI (providing for adoption of pilotage fees).

The PDA Division of Ports and Harbors (the "Division") received a request (attached) from Portsmouth Pilots, Inc. to amend the existing Schedule of Pilotage Fees and Pilotage Unit Rates. In accordance with Administrative Rule Pda 311.01(b), the Division has reviewed the request, and the current fees, and recommends approval of the attached Initial Proposed Amendment to the Schedule of Pilotage Fees and Pilotage Unit Rates ("Initial Proposed Pilotage Fees"), with changes shown in redline.

The Division presented the Initial Proposed Pilotage Fees to the Division of Ports and Harbors Advisory Council ("PAC") on September 3, 2025, for review and comment. The PAC supported recommending the Initial Proposed Pilotage Fees to the PDA Board of Directors for consideration. The Division also presented the Initial Proposed Pilotage Fees to the PDA Port Committee at its meeting on September 4, 2025, where the Committee likewise concurred with the proposed amendments.

The Division is now requesting that the PDA Board of Directors provide approval of the Initial Proposed Pilotage Fees. Should the PDA Board approve this initial proposal, the Division will distribute the Initial Proposed Pilotage Fees to each pilot and also make the Initial Proposed Pilotage Fees available to the public, as provided in N.H. Code of Admin. Rules Pda 311.01. The pilots and public may submit written comments within thirty (30) days of distribution of the Initial Proposed Pilotage Fees. Thereafter, Pda 311.01 (c) requires that Final Proposed Pilotage Fees are submitted within sixty (60) days of distribution of the Initial Proposed Pilotage Fees to each pilot and public.

In accordance with RSA 12-G:42, XI, if approved and following the PDA Board of Directors' approval of the Initial Proposed Pilotage Fees, and after obtaining and reviewing public input, the Division anticipates presenting the Final Proposed Amendment to the Schedule of Pilotage Fees and Pilotage Unit Rates for adoption at the Board's November 18, 2025, meeting, with a recommended effective date of January 1, 2026.

Accordingly, at the Board's September 16, 2025, meeting, the Division requests approval of the Initial Proposed Amendments to the Schedule of Pilotage Fees and Pilotage Unit Rates, as attached.

STATE OF NEW HAMPSHIRE
PEASE DEVELOPMENT AUTHORITY — DIVISION OF PORTS AND HARBORS
**INITIAL PROPOSED SCHEDULE OF PILOTAGE FEES
AND PILOTAGE UNIT RATES**
PORTSMOUTH HARBOR AND PISCATAQUA RIVER

Effective Date January 1, 2026

1.0 COMPUTATION OF PILOTAGE FEES AND UNITS:

1.1 Certain pilotage fees for inbound and outbound vessels as identified below are based on pilotage units. In each such case a minimum fee is also identified. If pilotage units are not used to set a fee, the fee is set on a flat fee or per unit or similar basis.

1.2 All measurements shall be in meters.

1.3 Pilotage units are computed by:

1.3.1 Multiplying the overall length of the vessel (bow to stern) by the extreme breadth of the vessel (beam to beam);

1.3.2 Multiplying the product of subsection 1.3.1 by the depth of the vessel to the uppermost continuous deck (bottom of keel to uppermost continuous deck); and

1.3.3 Divide the product of subsection 1.3.2 above by 100.

1.4 The pilotage fees shall be an amount equal to 200% of the applicable charges, minimum charge ~~\$2780.00~~ ~~2415.00~~, specified in this schedule for:

(a) Any self-propelled vessel lacking propulsion; or

(b) A pilot called out to a scene for any unscheduled event or emergency situation.

1.5 The pilotage rates for a submarine shall be:

(a) An amount equal to the applicable charges in subsection 2.1.1, 2.1.2, or 2.1.3, plus an additional ~~\$44.00~~ ~~38.00~~ per foot of draft; and

(b) Minimum units: 100.

1.6 An amount equal to all the fees incurred shall be added to the invoice when the fees are to be paid by any electronic method, including, but not limited to, direct deposit, wire transfer, or credit card charge.

2.0 PILOTAGE FEES — TRANSIT CHARGES:

2.1 For vessels inbound or outbound, including barges, the charges payable under this section shall be as follows:

2.1.1 Per passage where line of demarcation is transited during passage:

- (a) Pilotage units multiplied by \$~~4.70~~ ~~4.09~~; and
- (b) Minimum charge: \$~~460.00~~ ~~400.00~~;

2.1.2 Per passage where line of demarcation is not transited during passage (i.e. vessel shifting with harbor and river):

- (a) Pilotage units multiplied by \$~~4.70~~ ~~3.80~~; and
- (b) Minimum charge: \$~~460.00~~ ~~280.00~~;

2.1.3 Docking or undocking charges:

- (a) Pilotage units multiplied by \$~~1.22~~ ~~1.06~~;
- (b) Minimum charge: \$~~200.00~~ ~~150.00~~; and
- (c) Must be paid, where applicable, in addition to any applicable per passage charge assessed under subsections 2.1.1 or 2.1.2 above; and

2.1.4 Vessel shifting at berth:

- (a) \$~~745.00~~ ~~646.00~~ -per call for assistance; and
- (b) Second pilot required for transit or turning off dock:
\$~~690.00~~ ~~600.00~~

3.0 PILOTAGE FEES — PILOT DETENTION CHARGES:

3.1 Inbound or outbound vessels of any size:

3.1.1 Charge for canceling call for pilot within 4 hours of scheduled arrival time at the pilots' point of origin: (a) \$~~800.00~~ ~~400.00~~-per call cancelled;

3.1.2 Charge for detaining pilot during the mooring or securing of vessel in excess of one hour once vessel is alongside of terminal:

- (a) ~~\$800.00~~ ~~400.00~~ per the first excess hour of detention or portion thereof;
- (b) ~~\$158.00~~ ~~138.00~~ per 20 minutes thereafter

3.1.3 Charge for canceling request for pilot due to fog, stress of weather, or vessel mechanical problem while pilot vessel is in transit to vessel requesting pilot:

- (a) Same as subsection 2.1.2; and

3.1.4 Charge for pilot not returned to shore and carried to sea on vessel:

- (a) ~~\$1000.00~~ ~~575.00~~ per day or part thereof that pilot is detained at sea after outbound passage is complete, plus the cost of return to Portsmouth, New Hampshire, by the fastest means of first class travel available.

4.0 PILOTAGE FEES — MISCELLANEOUS CHARGES:

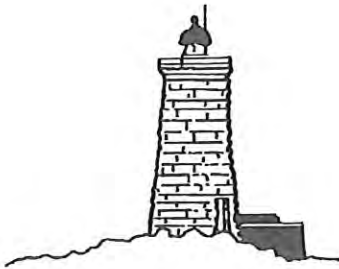
4.1 Inbound or outbound vessels of any size:

4.1.1 Charge for transporting a pilot launch to or from the pilot station (to be paid, where applicable, addition to other charges assessed pursuant to sections 2.0 and 3.0 above):

- (a) ~~\$238.00~~ ~~207.00~~ per single, one-way trip; and

4.1.2 Charge for transporting a pilot to or from a vessel at anchorage in lieu of boarding at pilot station:

- (a) ~~\$460.00~~ ~~400.00~~ per single, one-way trip.



PORTSMOUTH PILOTS, INC.
Ports of Portsmouth and Newington, New Hampshire
34 Ceres Street
Portsmouth, NH 03801
(603) 436-1209

To Director Richard Hartley,

August 27, 2025

We are writing to you with regards to a tariff increase for the Portsmouth Pilots, Inc. We are requesting a tariff increase starting January 01, 2026, it has been 3 years since our last rate increase. We are very competitive with the ports of Boston Ma. and Portland Me, and we want to stay competitive with them to keep cargo's coming into the ports of Portsmouth and Newington, NH. I will use a port comparison report to show a vessel that calls on all three ports. Over the past 3 years, the COLA is about 15% and that is what we are looking to increase our tariff by.

Over the years since the last increase, we have experienced an increase in costs to our profession from general cost of living rise due to the radical rise of inflation, such as healthcare, taxes, fuel, and everyday living expenses, to required training every five years per pilot and obtaining more professional equipment for us to use for the safety of the port and the pilots themselves. Our training consists of emergency ship handling, bridge resource management for pilots, fatigue training, medication training, safety management and navigational skills training and CPR training. All these are American Pilot Association approved training courses and are generally taken at MITAGS in Baltimore Md. As previously stated, we use the port comparison to show you a vessel that calls on all three ports. We work around the clock with the change of the tides and highlighting that this river is one of the toughest working rivers in the country (ranked number 2 by the ACOE) with the obstacles as bridges, narrow channel, big tides, and incredibly strong currents which makes it a more challenging and difficult river to pilot. Due to the loss of industrial cargo's over past years, this has led to fewer arrivals due to no fault of our own, which translates to loss of revenue. We need three pilots to do all the work this river. We will be hiring a new trainee soon and this is a long and expensive process, minimum of 5 years of training to be confident on piloting this river. Being a tidal port, our moves are limited to slack water times which changes daily. Due to USCG rest and fatigue requirements, especially when and if a pilot is unavailable to work, be it vacation, sickness, or work-related absence, two pilots are here to cover the work for short periods of time. Thank you for your time.

Please review the port comparison report and our requested tariff rate increase and contact us if you have any questions.

Warmest Regards,

Capt. Christopher D. Holt
President
Portsmouth Pilots, Inc.

Capt. Richard C. Holt Jr.
Vice President
Portsmouth Pilots, Inc.



PORTSMOUTH PILOTS, INC.
Ports of Portsmouth and Newington, New Hampshire
34 Ceres Street
Portsmouth, NH 03801
(603) 436- 1209

2026 Tariff Rate Adjustments:

EMERGENCY CALL OUT: (SECTION 1.4b): Existing rate $\$2415.00 + 365 = \2780.00 (new rate)

SUMARINE MOVEMENTS: DRAFTS: $\$38/\text{FT OF DRAFT} + \$6.00 = \$44.00/\text{FT OF DRAFT}$

TRANSIT ONE WAY: Pilot Units $\times \$4.09 = \4.70

TRANSIT FEE: (Section 2.1.1) One way charge, Pilot units $\times \$4.09 + \$0.61 = \$4.70$

Minimum Charge $\$400.00 + \$60.00 = \$460.00$

VESSEL SHIFTING IN RIVER: Section 2.1.2) Pilot Units $\times \$3.80 + \$0.90 = \$4.70$

Minimum Charge $\$280.00 + \$180.00 = \$460.00$

DOCKING/UNDOCKING FEE: (Section 2.1.3) Pilot Units $\times \$1.06 + \$0.16 = \$1.22$

Minimum Charge $\$150.00 + \$50.00 = \$200.00$

Second Pilot Required $\$600.00 + \$90.00 = \$690.00$

VESSEL SHIFTING AT BERTH: (Section 2.1.4) Minimum Charge $\$646.00 + \$99.00 = \$745.00$

DETENTION RATES: (Section 3)

(1) Cancellation (Section 3.1.1) within 4 hours of pilot reporting origin $\$400.00 + \$400.00 = \$800.00$

(2) Pilot detained during docking/undocking $\$400.00 + \$400.00 = \$800.00$ per first excess hour

or a portion thereof (Section 3.1.2a)

(3) $\$138.00 + \$20.00 = \$158.00$ per 20 minutes thereafter (Section 3.1.2b)

(4)

PILOT CARRIED TO SEA/RETURNED TO SHARE: (Section 3.1.4) $\$575.00 + \$425.00 = \$1000.00$

PILOT TO ANCHOR VESSEL: (Section 4.1.2) $\$400.00 + \$60.00 = \$460.00$

PILOT LAUNCH FEE, EACH WAY: 9Section 4.1.1) $\$207.00 + \$31.00 = \$238.00$



PORTSMOUTH PILOTS, INC.
Ports of Portsmouth and Newington, New Hampshire
 34 Ceres Street
 Portsmouth, NH 03801
 (603) 436-1209

VESSEL: NEW ENGLAND (600' x 90' x 55') (183m x 27.4m x 16.8m)

PORT OF PORTLAND ME: (ONE WAY DAYLIGHT 2025 RATES)

<u>Pilot units:</u> 297 x \$13.00 = \$4203	\$4203
<u>Fuel surcharge:</u> (adjusted annually) \$97.00	\$ 97
<u>Pilot Boat Fee:</u> \$250.00	\$250
<u>Capital Construction Fee:</u> \$175.00	\$175
<u>TOTAL:</u>	\$4825.00

(pay by ACH/DEBIT +4%, past 30 days late fee +1.5%)

These are 2025 rates, Portland Pilots are going for a rate increase for 2026

PORT OF PORTLAND ME DOCK/UNDOCKING FEE DAYLIGHT, ABOVE BRIDGE DOUBLE THE RATE ONE WAY.

<u>Pilot Unit:</u> 297 x 3.74 = \$1,111.00	\$1,111
<u>Delays/Cancellations:</u> \$500.00 (other fees if applicable)	

** Other fees may apply **

RATES BASED ON 2022 SCHEDULE

PORT OF BOSTON MA. 2025 RATES (SAME VESSEL DEMENTIONS AS ABOVE)

ONE WAY DAYLIGHT ONLY

<u>Pilot Units:</u> 359.2 x 11m (draft) = \$ 4202.00	\$4202
<u>GRT CHARGE:</u> 23,552 X .0197 = \$464.00	\$464
<u>Pilot Boat:</u> \$400.00	\$400
<u>TOTAL:</u>	\$5066

Delays: (if applicable) \$100.00/hr. or there within

Cancellations: \$650.00 (if applicable)

PORT OF BOSTON MA. DOCKING FEES: (Daylight only, ONE WAY)

<u>Pilot Units:</u> 540 x 1.56 = \$936.00	\$936	
<u>Turning Fee:</u> (50% of docking rate) \$481.00	\$481	
<u>Electronic Fee:</u> 5% of total invoice \$74.00	\$74	
<u>Technology Fee:</u> \$30	\$30	<u>TOTAL:</u> \$1521

NUMNEROUS OTHER DETENTION FEES MAY APPLY

PORT OF PORTSMOUTH NH (New Proposed rate applied for same vessel as above)

ONE WAY

<u>PILOT POINTS:</u> 835 X \$4.70 = \$3925.00	\$3925
<u>DOCKING:</u> 835 X \$1.22 = \$1019	\$1019
<u>PILOT BOAT:</u> \$238.00	\$238
<u>TOTAL:</u>	\$5182

Detentions/ Cancellations (if applicable) \$460.00