

## Ship Report Transcript

Monday, May 20, 2024

By Joanne Rideout

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It's time for the ship report the show about all things maritime. I'm Joanne Rideout. It's Monday, May 20th, 2024.

Let's take a look at our Marine weather forecast. Over the weekend, we had breezy winds through last night. Our next weather front arrives late this evening into Tuesday and high pressure will then return midweek. Today, we can expect northwest winds 10 to 15 knots, gusting to 20 knots. Late in the afternoon, wind waves from the northwest three feet high, 4 seconds apart and northwest swells six feet at 8 seconds apart.

Well, I thought we could start out today with a look at today's ship schedule. And then I want to give you an update. You may have heard this elsewhere, but it's part of something that I discussed earlier on the ship report, and that is the issue of container service at the Port of Portland, which had been announced by the port as ending at the end of September. And now it looks like plans are in place to keep that going. And we'll talk about how and why that might happen.

But first, a look at our ship schedule. Our first encounter today is the Anani arriving from Japan, headed for the Christmas Island Anchorage that is a little bit downriver from Longview. She going to be picking up wheat upriver eventually, and she will pass Astoria around 2:30 a.m. and be in the Crims Island Anchorage by about 5:30 this morning. Next inbound is the SM Busan arriving from Long Beach, California, headed for Portland. She's a container ship. She is going to pass Astoria inbound around 9:30 a.m. and be in Portland by about 3:30 p.m..

And then we have a ship with a very long Asian name. And apologies to people who do speak this language because I'm probably mangling it, but it's the Da Feng Gang He Shun Hao, she's arriving from South Korea, headed for Portland. Brand new Hyundais on board, passing Astoria around 10:30 p.m. and in Portland by about 4:30 in the morning on Tuesday.

Outbound we have the Grace. She's leaving Portland. She's a bulk carrier with soda ash on board, heading out of the Port of Portland, leaving around 3 a.m., passing Astoria outbound around 9 a.m.. The Leonora Victory is leaving Portland weed on board, leaving around 6 a.m., passing Astoria outbound around noon time. The Atrotos Heracles is leaving Kalama, corn, soy of wheat on board, leaving around 8:30 a.m.. She could pass Astoria outbound around 1:30 p.m..

The East Bangkok is leaving Portland. She could have containers on board as well, leaving around 10 a.m. passing Astoria outbound around 4 p.m.. The Easterly Lime Galaxy is leaving Vancouver. I think she came in to deliver petroleum, refined petroleum leaving around 11 a.m. passing Astoria outbound around 5 p.m..

Kind of an interesting note about these tankers that go into the Port of Vancouver. If I understand correctly, most if not all of the jet fuel that goes to the Portland Airport. comes in to the Port of Vancouver. Isn't that interesting? So she will be leaving around 11 a.m., passing Astoria outbound around 5 p.m., and the Pintail is leaving Longview, petcoke on board, leaving around 2 p.m., passing Astoria outbound around 5:30 p.m. and the American Endurance is leaving Portland. She's a petroleum

tanker, came in to deliver some kind of refined petroleum to Portland, leaving around 6:30 p.m., passing Astoria outbound around 12:30 a.m. on Tuesday morning.

And then our Astoria Anchorages we have the Medi Domus Daini headed for Kalama to pick up corn, soy or wheat. She'll be leaving around 1 p.m. from the Astoria Anchorage and in Kalama by about 6 p.m.. That leaves the Orient Peony, the Carmencita, the Light Venture and the Marco all awaiting orders in the Astoria Anchorage. And those ships will eventually be heading upriver to pick up cargo.

Today, I thought I would do an update about something that was a really big deal earlier this year in the maritime realm here on the Columbia. And that was the announcement by the Port of Portland that they would be suspending container service at the port at the end of September because their current service was financially unsustainable. Well, now, a few months on from that decision, it looks like there might be a way for the Port to continue offering this service.

Regional news outlets last week announced that the court had reversed its decision based on communication with the governor of Oregon, Tina Kotek, who on Thursday proposed \$40 million in state funding to continue container service out of Terminal six. That's the container terminal at the Port of Portland, where they have those big cranes, according to The Oregonian newspaper. Curtis Robinhold, the port's executive director, said the port's container business lost \$13 million in each of the last two years and expected much the same next year.

Here's a quote from The Oregonian. "Kotex proposal includes \$35 million from her 2025 27 proposed budget and 5 million in funding that will be requested at the September meeting of the State Legislatures Emergency Board. Both would need lawmakers approval."

Kotek said in a statement that having represented the port district in the Oregon legislature before she became governor, she understood that the terminals location made container operations financially challenging. The expectation would be that the port would have to find a way to make its operations sustainable in the long term, and that funding needs Oregon legislature approval. Now, according to the Port of Portland, the container business creates about 700 jobs. Another estimated 870 indirect positions like truckers, shippers, freight forwarders and brokers. All these focus on the shoreside aspect of shipping also rely on the local container business.

The proposal has the support of the International Longshore and Warehouse Union, which represents workers who load and unload containers at the terminal. And preserving the service will be welcomed, I'm sure, by many regional businesses who would have seen their costs climb if they had to move the same goods through Puget Sound ports, for instance, that they used to be able to handle through Portland.

Those businesses include farming enterprises that ship agricultural goods down river by barge to Portland and other companies in the region that have relied on the port for the service.

Now, the Port of Portland has had container service in the past, but suspended operations. And there was a while when we didn't have any container ships on the Columbia at all. This was before the pandemic. Then during the pandemic, the container service returned and we started seeing the Port of Portland operate as kind of a relief valve when other West Coast ports were really jammed up with ships waiting, they could come here and just load and unload their ships. And we never really had that kind of a backlog here.

So during the pandemic, Portland really did serve in a pretty amazing role in cargo on the West Coast. But now things have changed. Things have stabilized at those West Coast ports. And keeping this container service viable in the long term has evidently been a problem for the port.

But it looks like, at least in the short term, the Port of Portland may have a way to continue container service Now that long term sustainability part. We'll have to wait and hear what they're able to do about that. But at least for the short term, it seems as though things have eased and that we will see container ships on the Columbia Pass the beginning of October, which is great news for those of us who love to watch ships and like container ships.

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