

‘It was obvious something had to give, and something did’

CARRIER from Page 1

“They finally just decided to pull the plug. They just couldn’t take it any longer,” he said. “It was obvious something had to give, and something did.”

Hanjin’s looming departure will affect agricultural exporters beyond the immediate vicinity of Portland and Oregon’s Willamette Valley, said Josh Thomas, marine media relations manager for the port.

Container barges deliver farm goods to Portland from Lewiston, Idaho, providing a more cost-efficient alterna-

tive to trucks for shippers in Northeast Oregon, Southeast Washington and Western Idaho, he said.

“Those connections have always been a selling point,” Thomas said.

Exports from these areas had grown strongly in recent years, which would have kept Portland’s container terminal competitive for Hanjin if not for the slowed productivity, he said.

“We know what the decision was not about, and that was the availability of cargo,” he said.

For Bossco Trading, a hay

exporter from Tangent, Ore., the departure of Hanjin will complicate logistics in addition to driving up transportation expenses, said Shelly Boshart Davis, its vice president of international sales.

Whereas a driver could deliver three containers a day between Tangent and Portland, it will require a full day to get a single container to the Seattle area, she said.

Truckers may also run out of legally allowable driving hours during that trip, potentially forcing them to stay overnight, Boshart said.

“It’s costly all around,” she said.

Other ocean carriers that ship to Japan and Northern Europe will continue to use Portland’s container terminal, but Hanjin represented roughly two-thirds of container cargo volume, Wyatt said.

The Port of Portland plans to seek other trans-Pacific ocean carriers to service the port, but that process may take two years, he said.

Any prospective partner would need assurances of full productivity from ILWU, said Thomas.

“That’s going to be a heavy lift in the coming years here,” he said.

If a replacement is not timely found, the absence will affect river pilots, tugboat operators and other service providers that other ports on the Columbia River — such as Astoria — depend on, Thomas said.

Meanwhile, the Port of Portland and ICTSI are seeking financial damages from the longshoremen’s union in federal court, Wyatt said.

That litigation will likely become “more significant” now that Hanjin has pulled out, he said.

“We intend to pursue those very aggressively.”

Capital Press was unable to reach a representative of ILWU as of press time.

Hanjin announced it’s leaving Portland at a time of broader tensions between the longshoremen’s union and container terminal operators along the West Coast.

A previous labor contract between ILWU and terminals represented by the Pacific Maritime Association ran out in July 2014 and ports have become congested in recent months as the parties have strived to work out a new deal.

“It’s a very intense period right now on the waterfront on the West Coast,” Wyatt said.

A breakthrough about the maintenance and repair of truck chassis — used to move containers — was recently reached, but the an overall agreement has remained elusive.

Sheep Market Reports

Compiled by USDA Market News Service • San Angelo, Texas

Wool prices in cents per pound and foreign currency per kilogram, sheep prices in dollars per hundredweight (cwt.) except some replacement animals on per head basis as indicated.

NATIONAL SHEEP SUMMARY
(USDA Market News)
San Angelo, Texas
Feb. 6

Compared to Jan. 30: Slaughter lambs were steady to \$5 lower, instances \$10-20 lower at New Holland, Pa. Slaughter ewes were steady. Feeder lambs were steady. At San Angelo, Texas, 2,609 head sold in a one-day sale. No sales in Equity Electronic Auction. In direct trading slaughter ewes and feeder lambs not tested. 4,300 head of negotiated sales of slaughter lambs under 170 lbs. were steady, over 170 lbs. were weak and 9,600 head of formula sales of carcasses under 65 lbs. were not well tested; 65-95 lbs. were steady to \$2 higher and over 95 lbs. were weak. 5,385 lamb carcasses sold with 45 lbs. and down \$13.24 higher; 45-55 lbs. \$5.50 higher; 55-65 lbs. \$1.19 higher and 65 lbs. and up \$1.20-2.10 lower.

SLAUGHTER LAMBS Choice and Prime 2-3:
San Angelo: shorn and woolled 105-155 lbs. \$135-147.

SLAUGHTER LAMBS Choice and Prime 1:
San Angelo: 40-60 lbs. \$240-256; 60-70 lbs. \$220-234; 70-80 lbs. \$210-220; 80-90 lbs. \$200-216; 90-100 lbs. \$176-186.

DIRECT TRADING (Lambs with 3-4 percent shrink or equivalent):
4,300 Slaughter Lambs shorn and woolled 133-160 lbs. \$139-170 (wtd avg \$153.06); 170-180 lbs. \$133-140 (wtd avg 135.52).

SLAUGHTER EWES:
San Angelo: Good 2-3 (fleshy) \$86-99; Utility and Good 1-3 (medium flesh) \$100-110; Utility 1-2 (thin) \$90-94; Cull and Utility 1-2 (very thin) \$75-88; Cull 1 (extremely thin) \$40-50.

FEEDER LAMBS Medium and Large 1-2:
San Angelo: 70-80 lbs. \$184-188, new crop 70-80 lbs. \$224-229; 80-90 lbs. \$210-216; 95 lbs. \$194.

REPLACEMENT EWES Medium and Large 1-2:
San Angelo: no test.

NATIONAL WEEKLY LAMB CARCASS Choice and Prime 1-4:

Weight	Wtd. avg.
45 lbs. down	\$456.29
45-55 lbs.	\$388.78
55-65 lbs.	\$353.44
65-75 lbs.	\$334.83
75-85 lbs.	\$324.06
85 lbs. and up	\$312.06

Sheep and lamb slaughter under federal inspection for the week to date totaled 35,000 compared with 38,000 last week and 37,000 last year.

Visit us online at
www.CapitalPress.com





IMAGINE THE POSSIBILITIES!

Constructing long-lasting buildings and establishing long-lasting relationships for more than three decades!

Design & Dream

Expert Construction

Relax & Enjoy



For a **FREE** consultation and to find the office nearest you, contact us **TODAY!**

800-373-5550
ClearyBuilding.com

CLEARBC044NE / CCB# 115247

FEATURING:  **FABRAL** 

7-2/#4X

Potato Market Reports

Compiled by North American Potato Market News and USDA Agricultural Market Service

Prices are weekly averages of daily prices. All prices are in dollars per hundredweight (cwt.). FWA is a weighted average of shipping point prices or common packs in each area. Weights differ by area. GRI is the Grower Returns Index for each individual area.

FRESH RUSSET POTATO MARKET REPORT
(North American Potato Market News)
(USDA Market News)
Fresh Russet Potato Market Report
Feb. 7

Market Commentary: Soft February demand has pushed down prices for Idaho count cartons, which are now in line with other shipping areas.

SHIPPING AREA

FWA	Chg	GRI	Chg	70 ct	Chg	10 lb. Film	Chg	
IDAHO BURBANKS	\$12.16	-\$1.20	\$5.20	-\$0.72	\$25.50	-\$3	\$6	\$0
IDAHO NORKOTAH	\$12.28	-\$0.90	\$5.46	-\$0.68	\$26.50	-\$3	\$6	\$0
COLUMBIA BASIN	\$13.52	-\$0.38	\$5.88	-\$0.24	\$21	\$0	\$7.50	\$0
KLAMATH BASIN	\$14.75	-\$0.25	\$6.39	-\$0.18	\$23	\$0	\$8.50	-\$0.50

70 percent of hired farmworkers lack proper authorization to work in the U.S.

IMMIGRATION from Page 1

Chuck Connor, president and CEO of the National Council of Farmer Cooperatives, testified to the subcommittee that agriculture will oppose a stand alone E-Verify bill that doesn’t address the agricultural workforce crisis.

He said 70 percent of hired farmworkers lack proper authorization to work in the U.S. despite providing authentic-looking documents to employers. He said the only foreign guestworker program available, the H-2A program, is so cumbersome and divorced from market needs that it provides only 7 percent of workers needed.

Immigration reform was discussed at the annual meeting of the National Council of Agricultural Employers at the Hotel Monaco in Washington, D.C., Feb. 3-5.

Mike Gempler, executive director of Washington Growers League, Yakima, Wash., who attended the NCAE meeting, said he thinks immigration bills likely will start in piecemeal fashion in the House in the next two to three weeks with

a renewal of House Judiciary Committee Chairman Bob Goodlatte’s guestworker bill from last session. Border enforcement and E-Verify probably will be separate bills, he said.

“While we aren’t happy about a piecemeal approach, it can be done if there’s political support from leadership to pass it all together,” he said.

“The agricultural industry is interested in having guestworker reform and some provision of legal status for the existing workforce,” he said.

“If those things can’t be accomplished in the bills, we would probably oppose the bills.”

Gempler said he doubts Congress and the president can come together on the issue enough to enact legislation but that he hopes he is surprised.

He said he thinks some Republicans want to get something done but are vexed as to strategy to get the votes they need.

“We’re making our presence known to let representatives know time is short for us. It’s a very big priority for us,” he said.

INSURANCE

FOR WHATEVER CROPS UP IN IDAHO, OREGON & WASHINGTON



Customized Insurance Plans to fit your farming operation

Clarkston, WA (509) 758-5529 | Genesee, ID (208) 285-1661 | Nezperce, ID (208) 937-9816

<http://stonebrakermcquary.com>



HARVEY-MONTEITH INSURANCE

CALL US FOR ALL OF YOUR FARM & CROP INSURANCE NEEDS.

In Pasco call Randy Harvey or Erin Hafer
In Kennewick Louise Moore or Mark Monteith

KENNEWICK OFFICE
8518 Gage Blvd.
509-783-2141

PASCO OFFICE
3825 W. Court St.
509-543-9744

www.harveymonteith.com



FARM INSURANCE

Call for a review & proposal
509-483-3030 or 800-326-8583

5727 N. Division St.
Spokane, WA 99208

www.norhttowninsurance.com

Experienced Insurance Agent Opening!

- Understands the farm/ag field
- Quoting multiple carriers to create the best package
- Highest level of professionalism and integrity
- Market to business owners and research their needs
- Lucrative compensation options!

Email Lisa LeBlanc – lisa@norhttowninsurance.com



Brian Donne
Corvallis, OR
541-757-0899
brian.donne@countryfinancial.com

COUNTRY FINANCIAL

Policies issued by COUNTRY Mutual Insurance Company, Bloomington, IL.

Do You Have the Right Coverage?

With thin profit margins, it’s more important than ever to have the right crop insurance coverage.

For details contact:

Rain and Hail Northwest Division
200 North Mullan Rd Suite 111
Spokane, WA 99206
1-800-967-8088

www.RainandHail.com


Make one of these companies your choice for insurance coverage every season.


(CALL 1-800-882-6789 TO INCLUDE YOUR INSURANCE AGENCY HERE.)

\$299

PER MONTH LEASE

Hyster H50CT 5000lb Pneumatic





MATERIAL HANDLING

PAPEMH.COM | 503-598-4999

Offer subject to approved credit. 63 month fair market lease based upon 1,000 operating hours per year. Some restrictions apply. See dealer for details. Offer ends May 31, 2015.

7-2/#13