



Port of Portland

The Port of Portland has created a new option for moving container freight by way of a railway partnership with BNSF at Terminal 6. Shippers can now move their product on a rail shuttle to the Puget Sound ports.

Farm exporters uncertain about new Portland transload facility

By MATEUSZ PERKOWSKI
Capital Press

A new rail transload facility at the Port of Portland is intended to ease farm exports, but agricultural shippers say they are ambivalent about its chances of success.

While a new option for getting hay and other goods across the Pacific Ocean is certainly welcome, farm exporters say they're still concerned by rail disruptions and container availability.

"Unless they're going to get us more containers, I don't think it's going to help," said Johnny Gilmour, a farmer and hay exporter with Gilmour Pacific near Albany, Ore.

Ocean carriers abandoned the port's Terminal 6 container facility in 2016 due to productivity slowdowns blamed on a labor dispute between ICTSI, the terminal operator, and the longshoremen's union.

The disruption was problematic because many Oregon farm exporters shipped their goods to Asian markets through Portland, rather than the more distant ports of Seattle and Tacoma along Washington's Puget Sound.

Port of Portland severed its contract with ICTSI last year and entered into an agreement with the International Longshore and Warehouse Union aimed at preventing future conflicts and promoting the facility.

Now, the port has opened a rail transload facility at Terminal 6 that will allow export containers to be transferred from trucks onto railcars headed for the Puget Sound.

For Oregon hay exporters, among the primary intended

beneficiaries, the facility will allow truckers to deliver more than one container per day. Due to time constraints, truckers could typically only deliver a single container per day to Puget Sound ports.

Over time, the Port of Portland expects the transload facility — operated in partnership with BNSF Railway — will handle roughly 1,000 containers per week, with half of them headed for export markets.

"It will probably take up to a month or two to ramp up to a volume level like that," said Keith Leavitt, the port's chief commercial officer.

Incoming cargo will likely consist of finished wood products, tires and footwear, while outgoing goods will likely be hay and raw wood products, he said.

Leavitt said he's unaware of plans to ship value-added farm products in refrigerated containers, but the potential for such shipments exists.

"I don't see why that wouldn't be possible since we have that utility at T6," he said.

The transload facility will be open five days a week, providing better truck access that will improve the terminal's functionality, Leavitt said.

Late last year, the Swire Group agreed to send its ships to service the container facility, but these calls will only occur about once a month and focus on truck exports to Australia.

By keeping Terminal 6 operating throughout the work week, the facility will hopefully become attractive to other ocean carriers as well, Leavitt said.

"Connecting our cargo

markets to the Puget Sound ports makes a lot of sense," he said.

Agricultural exporters say the new transload facility is probably meant to compete with Northwest Container Services, a private transload facility also in Portland. Capital Press was unable to reach the firm's Portland representative for comment.

However, the dependability of rail transportation to the Puget Sound has recently been questionable, said Jesse Bounds, a hay exporter with Bounds Hay Co. in Junction City, Ore.

Rail shipments of hay containers have sometimes been late to arrive at those ports, resulting in delayed arrivals at Asian markets and shipments getting split between two ships, which increases handling costs, he said.

"We've had problems with the rail and empty container availability," Bounds said, noting that the issues have kept him trucking containers straight to Puget Sound ports.

The key to making Terminal 6's transload facility successful will be improving rail service and increasing the availability of empty containers, which are directly tied to the flow of imports, said Shouna Watts, co-founder of Lindsey Forwarders, which handles hay exports.

Another issue is the port's use of longshoremen, who have earned a reputation for being unreliable and expensive, she said.

"Competition makes everything work better, but it's ironic it's not necessarily better for the shippers," Watts said.

Inslee backs higher fuel taxes to fight climate change

Republicans cool to latest proposal, which would exempt farm fuel

By DON JENKINS
Capital Press

OLYMPIA — Washington Gov. Jay Inslee proposed a tax on fossil fuels Tuesday that his administration estimates would initially raise gasoline prices by 18 cents a gallon, with annual increases to follow.

The cost of electricity would go up by about 5 percent and natural gas by roughly 10 percent, according to Inslee advisers. Administration officials say they hope that motorists, households and businesses will respond to rising energy prices by burning less fossil fuel.

In his state of the state address Tuesday, Inslee promoted the carbon tax as a response to climate change.

"I believe Washingtonians will be together on this issue," he said. "On this, there is no geographic divide in our state. The Eastern Washington farmer whose irrigation supply is threatened by low snowpack faces the same crisis as the Western Washington shellfish grower whose baby oysters are threatened by ocean acidification caused by carbon pollution."

Inslee, a Democrat, has made climate change his signature issue. He has previously proposed taxing carbon emissions, but a tax has not passed the Legislature. Democrats hold slight majorities in the House and Senate and will need to either unanimously support a tax or find Republican votes.

In the official Republican response to Inslee's address, Kennewick Sen. Sharon Brown said the tax would burden families and stifle businesses. "That would be a move in the wrong direction, resulting in opposition from both parties," she said.

Inslee proposed a \$20-per-ton tax on greenhouse gases emitted by energy generators and transportation fuel suppliers. The tax would increase, indefinitely, by 3.5 percent plus inflation each year. The administra-



Don Jenkins/Capital Press

Reed Schuler, senior policy adviser to Washington Gov. Jay Inslee, explains a proposal to tax fossil fuels. The tax would raise gasoline prices by 18 cents a gallon, with annual increases to follow, according to the governor's office. Inslee has made climate change his signature issue.



Don Jenkins/Capital Press File

Gov. Jay Inslee has proposed a fuel tax that would encourage Washingtonians to burn less fossil fuel.

tion estimates the tax would generate \$1.5 billion in the first two years.

Initially, under Inslee's proposal, the money would replenish a reserve fund that the governor wants to tap to pay state Supreme Court-ordered pay raises for public school employees.

Inslee proposed that in the future half the money go for programs to help the state cut carbon emissions by 80 percent from 1990 levels by 2050.

Some 35 percent of taxes would be set aside for projects such as thinning forests, preventing floods and irrigating farmland. The Department of Commerce would handle the remaining 15 percent and come up with a plan to help poor people and workers hurt by the tax.

The legislation carves out exemptions from the tax, including one for fuel used by farmers. Senior policy adviser Reed Schuler said the administration wants to protect the state's agricultural industry.

He said the administration has not figured out the details on how to shield farmers from higher energy costs.

The Inslee administration does not make any claims that the policy would affect the climate, though it would align Washington with carbon-reduction efforts throughout the world.

Inslee urged lawmakers to pass the tax before adjourning in March.

"We have just 59 days to do our part to save our children from a certain endless cycle of crop-killing droughts one year and rivers spilling their banks the next. To save salmon from dying in ever-warming rivers and our forests from being reduced to plumes of ash," Inslee said.

Republican leaders said the carbon tax would hit low- and middle-income residents. "For most of us, this is about a tax increase and controlling people," said Rep. David Taylor, R-Moxee.

Senate Minority Leader Mark Schoesler, a Ritzville Republican, said people who cut their energy consumption couldn't triumph against an ever-escalating carbon tax.

"You cannot win," he said. "It keeps going up."

LEGAL

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF MARION

WILMINGTON SAVINGS FUND SOCIETY, FSB, DOING BUSINESS AS CHRISTIANA TRUST, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS TRUSTEE FOR BCAT 2014-4TT,

Plaintiff,

vs.

THE ESTATE OF JOSE G. CUANAS, a deceased person; CECILIA CUANAS, as heir to JOSE G. CUANAS; MIGUEL CUANAS, as heir to JOSE G. CUANAS; GUADALUPE CUANAS, as heir to JOSE G. CUANAS; LETICIA CUANAS, as heir to JOSE G. CUANAS; LEONEL CUANAS, as heir to JOSE G. CUANAS; JOSE GREGORIO CUANAS, JR., as heir to JOSE G. CUANAS; UNKNOWN HEIRS OF JOSE G. CUANAS; HOUSEHOLD FINANCE CORPORATION II; and ALL OTHER PERSONS PARTIES, OR OCCUPANTS UNKNOWN CLAIMING ANY LEGAL OR EQUITABLE RIGHT, TITLE, ESTATE, LIEN, OR INTEREST IN THE REAL PROPERTY DESCRIBED AS 2485 Walker Street NE, Salem Oregon, 97301, Defendants.

CASE NO.: 17CV42452
SUMMONS FOR PUBLICATION

To:

THE ESTATE OF JOSE G. CUANAS, a deceased person; CECILIA CUANAS, as heir to JOSE G. CUANAS; MIGUEL CUANAS, as heir to JOSE G. CUANAS; GUADALUPE CUANAS, as heir to JOSE G. CUANAS; LETICIA CUANAS, as heir to JOSE G. CUANAS; LEONEL CUANAS, as heir to JOSE G. CUANAS; JOSE GREGORIO CUANAS, JR., as heir to JOSE G. CUANAS; UNKNOWN HEIRS OF JOSE G. CUANAS; and ALL OTHER PERSONS PARTIES, OR OCCUPANTS UNKNOWN CLAIMING ANY LEGAL OR EQUITABLE RIGHT, TITLE, ESTATE, LIEN, OR INTEREST IN THE REAL PROPERTY DESCRIBED AS 2485 Walker Street NE, Salem Oregon, 97301

THE STATE OF OREGON TO THE DEFENDANT/RESPONDENT(S) ABOVE NAMED:

You are hereby directed and required to appear in, and defend against, this legal action within 30 days after the first date of publication of summons, which is the 12th day of January, 2018, and defend the above entitled action in the above entitled court, and answer the complaint of the plaintiff WILMINGTON SAVINGS FUND SOCIETY, FSB, DOING BUSINESS AS CHRISTIANA TRUST, NOT IN ITS INDIVIDUAL CAPACITY BUT SOLELY AS TRUSTEE FOR BCAT 2014-4TT, and serve a copy of your answer upon the undersigned attorneys for plaintiff, ZIEVE BRODNAX & STEELE, LLP, at their office below stated; and in case of your failure so to do, judgment will be rendered against you according to the demand of the complaint, which has been filed with the clerk of said court. This is a Complaint for Judicial Foreclosure of Deed of Trust.

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff.

If you have any questions, you should see an attorney immediately. If you need help in finding an attorney, you may contact the Oregon State Bar's Lawyer Referral Service online at www.oregonstatebar.org or by calling (503) 684-3763 in the Portland metropolitan area.

DATED: January 3, 2018

ZIEVE BRODNAX & STEELE, LLP

By: /s/ Amy F. Harrington
AMY F. HARRINGTON, OR Bar 123363
Attorneys for Plaintiff

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LEGAL

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR THE COUNTY OF MARION

THE BANK OF NEW YORK MELLON, FKA, THE BANK OF NEW YORK, as trustee for the certificate holders of CWALT, INC. Alternative Loan Trust 2007-4CB, Mortgage Pass-through Certificates, Series 2007-4CB,

Plaintiff,

vs.

JOSE SOTELO, an individual; BANK OF AMERICA, N.A. AS SUCCESSOR BY MERGER TO COUNTRYWIDE BANK, FSB FKA COUNTRYWIDE BANK, N.A., a national association; THE STATE OF OREGON; and ALL OTHER PERSONS PARTIES, OR OCCUPANTS UNKNOWN CLAIMING ANY LEGAL OR EQUITABLE RIGHT, TITLE, ESTATE, LIEN, OR INTEREST IN THE REAL PROPERTY DESCRIBED AS 14768 UNION SCHOOL RD NE, WOODBURN, OR 97071-8626, Defendants.

CASE NO.: 17CV34449
SUMMONS FOR PUBLICATION

To:

JOSE SOTELO, an individual

and

ALL OTHER PERSONS PARTIES, OR OCCUPANTS UNKNOWN CLAIMING ANY LEGAL OR EQUITABLE RIGHT, TITLE, ESTATE, LIEN, OR INTEREST IN THE REAL PROPERTY DESCRIBED AS 14768 UNION SCHOOL RD NE, WOODBURN, OR 97071-8626

THE STATE OF OREGON TO THE DEFENDANT/RESPONDENT(S) ABOVE NAMED:

You are hereby directed and required to appear in, and defend against, this legal action within 30 days after the first date of publication of summons, which is the 5th day of January, 2018, and defend the above entitled action in the above entitled court, and answer the complaint of the plaintiff THE BANK OF NEW YORK MELLON, FKA, THE BANK OF NEW YORK, AS TRUSTEE FOR THE CERTIFICATE HOLDERS OF CWALT, INC. ALTERNATIVE LOAN TRUST 2007-4CB, MORTGAGE PASS-THROUGH CERTIFICATES, SERIES 2007-4CB, and serve a copy of your answer upon the undersigned attorneys for plaintiff, ZIEVE BRODNAX & STEELE, LLP, at their office below stated; and in case of your failure so to do, judgment will be rendered against you according to the demand of the complaint, which has been filed with the clerk of said court. This is a Complaint for Judicial Foreclosure of Deed of Trust.

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff.

If you have any questions, you should see an attorney immediately. If you need help in finding an attorney, you may contact the Oregon State Bar's Lawyer Referral Service online at www.oregonstatebar.org or by calling (503) 684-3763 in the Portland metropolitan area.

DATED: January 3, 2018

ZIEVE BRODNAX & STEELE, LLP

By: /s/ Amy F. Harrington
AMY F. HARRINGTON, OR Bar 123363
Attorneys for Plaintiff

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Spokane Pacific Northwest AG EXPO FARM FORUM

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Professor Emeritus
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