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ONE DOLLAR

Gov. Kitzhaber rethinks resignation

Says he won't resign, despite rumors to the contrary

By PETER WONG AND HILLARY BORRUD
Capital Bureau

SALEM— Embattled Oregon Gov. John Kitzhaber had reached a decision to resign because of an ethics scandal surrounding him and his fiancée, but he changed his mind for reasons that are un-

clear, three people with direct knowledge of the situation said Wednesday.

They said the Democratic governor informed some of his aides on Sunday that he was going to resign and on Tuesday he asked his would-be successor, Secretary of State Kate Brown, to rush back from a conference in Washington D.C. They spoke to The Associated Press on condition of ano-

nymity because they were not authorized to talk about private discussions.

Brown's abrupt and unexplained return to Oregon sparked speculation that Kitzhaber planned to quit. Hours later, Kitzhaber issued a statement saying he would stay put.

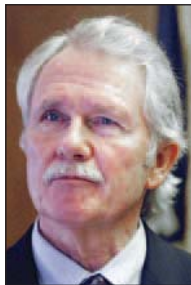
"Let me be as clear as I was last week, that I have no intention of resigning as governor of the state of Oregon," he said

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Read a timeline of ethics issues surrounding Gov. Kitzhaber on Page 10A.

in a statement Wednesday. "I was elected to do a job for the people of this great state and I intend to continue to do so."

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Gov. John A. Kitzhaber

Take a hike for your heart



JOSHUA BESSEX — The Daily Astorian

Interpretive Park Ranger Sally Freeman walks the Netul River Trail at Lewis and Clark National Historical Park Wednesday. Freeman and Cardiologist Dr. Robert Morse will lead a 2-mile hike through the trail as part of the Heart Health Hike program Feb. 28.

National park brings doctor along on free Heart Healthy Hike

By KYLE SPURR
The Daily Astorian

WARRENTON — When it comes to heart health, doctors agree one of the best preventative measures a person can do is take a hike.

Clatsop County residents have a rare opportunity with miles of state and national park trails, waterfront paths and other various routes to get moving outside.

Scott Tucker, Lewis and Clark National Historical Park superintendent, saw an obvious connection between his park and the health of the local community.

Tucker is taking action this month with the first "Heart Healthy Hike," a 2-mile hike led by Providence Seaside Cardiologist Dr. Robert Morse and Interpretive Park Ranger Sally Freeman.

The free hike will take place at 1 p.m. Feb. 28.

"We can provide a link for the community for health and well-being," Tucker said. "I started this conversation last summer with local residents. People don't realize they can go for a walk, a run or a hike and completely disappear in the trees. Sciences has proven getting fresh air is good for you."

Morse will host a presentation in

the Netul River Room at the park's visitor center before the hike. He will discuss the risk factors for cardiovascular disease. After talking about heart health, Morse and Freeman will lead the group from the visitor center along the Netul River Trail.

The trail passes many highlights of the park including Fort Clatsop, where Lewis and Clark camped two centuries ago, and the Colewort Creek Restoration Project, where wetlands are being restored in old pastures.

Freeman, a local park ranger for the past 25 years, said she will answer questions and share some history along

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GET MOVING

Lewis and Clark National Historical Park hosts the first "Heart Healthy Hike," at 1 p.m. Feb. 28. The free, 2-mile hike will be led by Providence Seaside Cardiologist Dr. Robert Morse and Interpretive Park Ranger Sally Freeman. Morse will speak about the risk factors of cardiovascular disease prior to the hike. After the hike, participants will enjoy refreshments. Providence Seaside will have gifts and a prize drawing.

Those interested in attending are asked to register by calling 800-562-8964.

Partial port closure looms

Contract talks stall, impacting Port of Astoria

By EDWARD STRATTON
The Daily Astorian

Amid an increasingly damaging labor dispute, 29 West Coast seaports, which handle about \$1 trillion of goods annually, will be mostly closed four of the next five days.

The Pacific Maritime Association members, citing what they characterize as "severely diminished productivity," announced Wednesday they are shutting down vessel operations Thursday, Saturday, Sunday and Monday to avoid paying longshoremen holiday or weekend rates. Yard operations are still allowed.

That includes the Bunun Fortune, still moored next to Pier 1 at the Port of Astoria. The ship was expected to be loaded and gone by Tuesday, Port Director of Business Development and Operations Mike Weston said last week.

"By looking at where things are right now, it's a couple more days," Port Executive Director Jim Knight said today, adding that logs are still being moved from Pier 3 to Pier 1 to be staged for export.

The Bunun Fortune is the first of three log ships in close succession. The next is the African Swan, scheduled to arrive noon Wednesday.

No special pay

"Weekend and holiday pay rates command a premium of at least 50 (percent) of the basic longshore wage rate," the PMA said in its release Wednesday. "As a result, working hours on those days would be paid at between \$54 and \$75 per hour for longshore workers and clerks, and between \$77 and \$92 per hour for foremen. PMA members have concluded that they will not conduct vessel operations on those dates, paying full shifts of ILWU workers such high rates for severely diminished productivity while the backlog of cargo at West Coast ports grows."

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Hanjin carrier pullout 'devastating' to ag exporters

By MATEUSZ PERKOWSKI
Capital Press

PORTLAND — The loss of a major ocean carrier at the Port of Portland will effectively eliminate export opportunities for some agricultural shippers, experts say.

"This is a very devastating blow," said Bill Wyatt, the port's executive director during a Feb. 11 port commission meeting.

Farm products — including peas, lentils, beans, french fries, grass seed, potatoes, onions and hay — are commonly shipped from the port to Asian markets.

With the Hanjin shipping line no longer calling on Portland, those exporters will now have to spend up to \$800 more per container to truck those

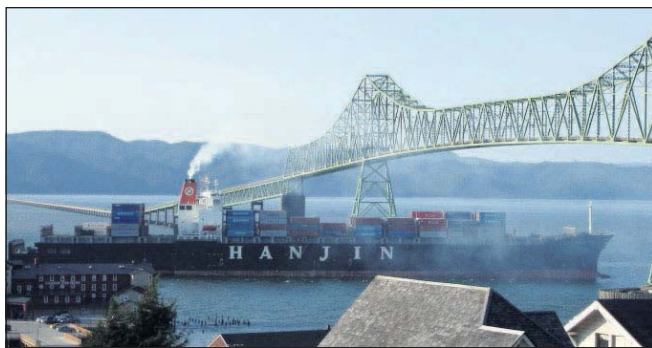
crops to ports in Seattle and Tacoma, Wyatt said.

For some shippers, the cost of getting farm goods to port will now exceed the price of ocean freight, he said.

"Some of these commodities cannot bear the added cost because they would not be competitive," Wyatt said. "For people who depend on the service for their business interests, this is very consequential."

Hanjin, a carrier that shipped farm products from Portland to South Korea and China, announced it will stop calling the port on March 9.

A dispute between the longshoremen's union and the terminal operator, ICTSI Oregon, has negatively impacted productivity at Portland's container terminal.



Via Wikimedia Commons

Hanjin Olso passes under the Astoria Bridge, heading upriver to the Port of Portland in 2006.

The port and operator blame work slowdowns by the International Longshore and Warehouse Union, while longshoremen claim inadequate equipment and safety problems are causing the problem.

Hanjin was caught in the middle of the fight and decided to discontinue service rather than endure further costly delays, said Wyatt.

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

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

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