



M E M O R A N D U M

TO: Interested Parties
FROM: David Kronsteiner, President
DATE: May 11, 2021
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **3:00 p.m., Tuesday, May 18, 2021.**

Members of the public are invited to view the meeting live on the Port's YouTube Channel at the following link: www.youtube.com/portcoos.

If you would like to provide public comment during the meeting, please call the Administrative office at 541-267-7678 by 12 p.m. on Tuesday, May 18, 2021. Written comment will be accepted until 12 p.m. on Tuesday, May 18, 2021 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

An **Executive Session** has also been scheduled on **Tuesday, May 18, 2021, immediately after the Commission Meeting**, as authorized under ORS 192.660(2), to:

- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

DK/km

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
3:00 p.m., Tuesday, May 18, 2021**

Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420

T E N T A T I V E A G E N D A

1. CALL MEETING TO ORDER

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

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9. COMMISSION COMMENTS

10. NEXT MEETING DATE – Tuesday, June 15, 2021, 3:00 p.m.

11. RECESS TO EXECUTIVE SESSION

12. ADJOURN

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
3:00 p.m., Tuesday, April 20, 2021

Port Commission Chambers, 125 Central Avenue, Suite 230, Coos Bay, Oregon 97420

ATTENDANCE

Commission:

David Kronsteiner, President; Eric Farm, Vice President; Brianna Hanson, Treasurer; Bob Garcia, Secretary; and Kyle Stevens, Commissioner.

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Brandon Collura, Charleston Harbormaster; Margaret Barber, Director of External Affairs and Business Development; Rick Adamek, Project Manager; Rich Lopez, General Manager, Coos Bay Rail Line; Krystal Moffett, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

Media & Guests:

None Present.

1. CALL MEETING TO ORDER

President Kronsteiner called the meeting to order at 3:02 p.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. SEATING AND APPOINTMENT OF NEW COMMISSIONER

President Kronsteiner welcomed new Commissioner Kyle Stevens to the Board. Mr. Stevens is a fourth-generation resident of Coos County.

4. APPOINT COMMISSIONER TO CCURA

President Kronsteiner stated action on this item will be delayed until the next meeting.

5. PUBLIC COMMENT

6. CONSENT ITEMS

- A. Approval of February 16, 2021 Regular Commission Meeting Minutes
- B. Approval of February and March Invoices
- C. Approval of February and March Contracts Awarded
- D. Approval of Leases

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners voted to approve the February 16, 2021 Regular Commission Meeting Minutes, February and March Invoices, February and March Contracts Awarded, and Leases. **Motion Passed.**

7. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

8. ACTION ITEMS/REPORTS

A. CBRL Bridge Rehabilitation Project Request to Solicit Invitations to Bid

On July 18, 2018, the Port submitted an application to the US Department of Transportation for the Better Utilizing Investments to Leverage Development (BUILD) grant program. In December of 2018, the Port was awarded a grant in the amount of \$20 million for the CBRL Bridge Rehabilitation Project. Work on the National Environmental Protection Act (NEPA) requirements started in the summer of 2019, and the final grant agreement was executed with the US Maritime Administration on September 24, 2020. On November 2, 2020, the Port executed a grant agreement with the Oregon Department of Transportation for the grant match of \$5 million. The total project cost is \$25 million.

After analyzing each major phase of the project, Port staff determined the best path forward is to contract each phase separately: steel swing span bridges, Vaughn Viaduct bridge, Wildcat Creek bridges, Coal Bank Slough bridge and North Bend swing span bridge generator and power control system. The generator and power control system will be a separate contract due to the specialty nature of the work. The first ITB solicitation will be for Vaughn Viaduct, followed by Coal Bank Slough, swing span bridges, North Bend generator and power control system and Wildcat Creek bridges.

Port procurement rule 2.8.1(E) requires the Port Commission, acting in its capacity as the Local Contract Review Board, authorize solicitations and awards of contracts in excess of \$150,000. Port staff intends to open the ITB period following the completion of bid documents and legal review. Upon closing the ITB period, Port staff will review the bids and make a recommendation for award to the Commission at the next regularly scheduled Board of Commissioners meeting.

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to authorize Port staff to solicit Invitations to Bid for five separate construction contracts for the CBRL Bridge Rehabilitation Project. **Motion Passed.**

B. Authorization to Negotiate and Execute a Contract for Repairs to North Bend Swing Span Bridge

In December of 2020, the Port Commission authorized Port staff to issue a Request for Proposals for the replacement of six deteriorated posts on spans 6 and 7 of the North Bend swing span bridge.

An Invitation to Bid (ITB) for the Coos Bay Rail Line post repairs was solicited on February 16, 2021 and bids were due by 4:00 pm on March 31, 2021. Two bids were received and read aloud shortly after 4:00 pm on March 31, 2021. The submitted bid results are listed in the table below:

Firm Name	Total Price
Koppers Railroad Structures Inc.	\$730,200.00
Partney Construction	\$804,300.00

Both proposals are being reviewed for responsiveness to the ITB. A copy of the proposals was available for Commission review.

Koppers is the national rail bridge repair company who completed the last emergency repairs to the North Bend swing span bridge in 2018. The proposed bid includes the full replacement of six posts on spans 6 and 7.

Port procurement rule 4.5 states the Port Commission, acting in its role as the Local Contract Review Board, may award a contract for services by competitive sealed bids. Port staff requests the Commission authorize execution of a contract with Koppers Railroad Structures Inc. for the replacement of six severely deteriorated posts on the North Bend swing span bridge, for the total price of \$730,200.00, pending final review and acceptance of the bid.

The replacement of the six posts will be funded through the application of 2021 State of Oregon Short Line Railroad tax credits (1/3 of costs) and the Ports General Fund.

Commissioner Garcia asked whether there were any grant funds available for this repair, rather than the General Fund. Rick Adamek stated the BUILD grant money will be all spent on other required repairs, and the concern of the engineers is that these posts may not last until grant money is available. Repairs need to be done now. John Burns stated the Port has nearly exhausted all available grant funding for projects such as this, with the exception of the BUILD grant.

Commissioner Hanson asked whether evaluations were on a pure cost basis. Mr. Adamek stated that other factors were considered, such as construction schedule and past work experience. The two bidders who provided quotes were both very qualified.

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners motioned to authorize Chief Executive Officer John Burns to negotiate and execute a contract with Koppers Railroad Structures Inc. for the replacement of six severely deteriorated posts on spans 6 and 7 of the North Bend swing span bridge in the amount of \$730,200.00. **Motion Passed.**

9. **OTHER**

10. **COMMISSION COMMENTS**

11. **NEXT MEETING DATE** – Tuesday, May 18, 2021, 3:00 p.m.

12. **ADJOURN**

President Kronsteiner adjourned the meeting at 3:18 p.m. and entered into Executive Session to:

- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed;
- (i) review and evaluate the job performance of a chief executive officer, other officers, employees and staff, if the person whose performance is being reviewed and evaluated does not request an open hearing; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: May 11, 2021
Subject: Invoices Paid for Commission Approval through April 2021

A/P checks issued per NetSuite financial system	310,420.25
Payroll disbursement per Umpqua Bank statement	131,293.85
Misc electronic disbursements per Umpqua Bank statement	116,438.21
Total Disbursements	<u>\$ 558,152.31</u>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Accounting Manager

DATE: May 11, 2021

SUBJECT: April Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the month of April. All solicitations comply with the requirements of the Port’s Local Public Contracting Rules.

The following projects are included in the appropriate fiscal year budget:

Contract	Description	Cost
Oracle/NetSuite	NetSuite Renewal - 3 Year Term 2021-2023	\$184,787.46
Total Contracts Awarded for this period:		\$184,787.46



The Oregon International Port of Coos Bay Board of Commissioners met with Chief Executive Officer John Burns during Executive Session on Tuesday, April 20, 2021, to review and discuss Mr. Burns' performance.

Over the past two calendar years, the Port Commission has engaged with Mr. Burns in an ongoing informal basis. Although the feedback and communication has been timely and as needed, the quarterly performance discussions were not documented as intended in the amendment to Mr. Burns' Employment Agreement. This Performance Review was intended to formally document Mr. Burns' performance over the past two calendar years, recognize his achievements, and provide specific feedback and objectives.

The Commission acknowledged Mr. Burns' great achievements, which included (but was not limited to):

- Securing over \$45 million in state, federal, and private funding to support operations of the Port, most of which was granted and does not require reimbursement.
- Supervising the emergency construction of the Charleston Ice Plant (a \$9 million project).
- Assuming responsibility for Rail operation in November 2018 as President of Coos Bay Rail Line, Inc.
- Improving overall efficiencies with staff reorganization/reassignments as the mission and scope of work for the Port changed, reducing overhead expenses nearly \$500,000 per year.
- Successfully navigating the unprecedented COVID-19 requirements and restrictions that required a total revision of standard operating procedures.
- Continuing to move the Channel Modification permit application forward despite challenges with funding and agency restraints.

Highlights of the Commission's objectives for Mr. Burns included:

- Working with local stakeholders to develop strong working relationships.
- Successfully resolving stakeholder issues at an early stage.
- Continuing to seek opportunities for the Port to diversify its land holdings and rail cargos.
- Developing a plan to fund and execute shipyard work dock improvements.
- Finalizing the Coos Bay Channel Modification Permit.

The Commission commended Mr. Burns on his outstanding leadership and looks forward to his continued success at the Oregon International Port of Coos Bay.

Based on the Chief Executive Officer's admirable Performance Review and successful achievements, the Oregon International Port of Coos Bay Board of Commissioners will motion at the May 18, 2021 Regular Commission Meeting to approve a \$15,000 merit bonus for the Chief Executive Officer.

John Burns, Chief Executive Officer

David Kronsteiner, Commission President



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Community Giving Committee

DATE: May 11, 2021

SUBJECT: Community Giving Recommendation

In January 2019, the Board of Commissioners approved Resolution 2019Res02, adopting the Port Policy Manual Section 12.5: Community Giving. Each year, the Port of Coos Bay budgets funds for Community Giving in the form of scholarships, community events, and donations to support the Port’s mission of promoting sustainable development that enhances the economy of Southwest Oregon and the State.

The Community Giving Committee met on May 7, 2021 to discuss scholarship applications and sponsorship requests. The committee unanimously voted to award two \$500 scholarships.

Jacob Mitchell is North Bend High School graduate who plans to complete the two-year forestry degree program at Southwestern Oregon Community College, with a focus on silviculture. Natalie Cheal is a North Bend High School graduate who plans to study biology at Oregon State University. Natalie plans to return to the community to pursue her career as an OBGYN.

Community giving donation requests and event sponsorships are reviewed on a quarterly basis and awarded as budget funds allow. The Community Giving Committee makes the following recommendation, to be included in the appropriate fiscal year budget:

Community Giving Donations and Scholarships	Amount
Coos Art Museum - Maritime Art Exhibit	\$250
Coos County Youth Sports	\$500
Scholarship - Jacob Mitchell	\$500
Scholarship - Natalie Cheal	\$500
Total:	\$1750

Management Reports

M E M O R A N D U M

TO: John Burns, Chief Executive Officer
 FROM: Lanelle Comstock, Chief Administrative Officer
 DATE: May 11, 2021
 SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- CCURA Budget Committee Meeting: Tuesday, May 11, 7:30 am
- May Regular Commission Meeting: Tuesday, May 18, 3:00 pm
- Port Budget Committee Meeting: Wednesday, May 26, 9:00 am
- CBRL Budget Committee Meeting: Thursday, May 27, 11:00 am
- CCURA Board of Directors Meeting & Budget Hearing: TBD, week of June 7, 7:30 am
- CBRL Board of Directors Meeting & Budget Hearing: TBD, Tuesday, June 15
- June Regular Commission Meeting & Budget Hearing: Tuesday, June 15, 3:00 pm

Victoria Moreno:

It is with extreme sadness I report that on Saturday, May 1st, we lost a member of our Port family. Victoria Moreno, our Charleston Marina RV Park Coordinator, passed away after a 2-year battle with cancer. Victoria began working at the Port in May 2014 as a temporary employee in the Charleston Marina office and Port Finance Department and was hired as a full time Port employee in December 2014. In March 2018, Victoria was promoted as the Charleston Marina RV Park Coordinator. Victoria was an extremely hard working and dedicated employee, with a huge, giving heart. She worked determinedly until nearly the very end and gave it her all. Victoria will be tremendously missed by her Port family (co-workers) and the Charleston Marina and RV Park customers.



Budget Planning:

The 2021/22 fiscal year budget planning process is a daily project for the Administration department this time of year. Budget planning is required for the separate budgets of the Port of Coos Bay, Coos Bay Rail Line, and Coos County Urban Renewal Agency. Budget planning not only includes meticulously preparing the proposed budget and budget message, but ensuring a fully appointed Budget Committee, strategically scheduling Budget Committee meetings, publishing Budget Committee Meeting and Budget Hearing notices within the required ORS stated timeframe, preparing for and conducting Budget Committee Meetings and Budget Hearings, and approving and adopting the budget.

Health Insurance Planning:

Along with the budget planning process comes the renewal of health insurance plans and receiving quotes from the marketplace from other insurance providers. This year renewal medical insurance rates are estimated to increase approximately 13-16% for Port and 16-20% for CBRL. Port Staff is actively reviewing quotes from new insurance providers and comparing plans to provide enhanced benefits while minimizing insurance costs for the Port/Rail and its employees.

Budget Calendars:

The Port of Coos Bay and Coos Bay Rail Line 2021/22 Budget Planning Calendars are again included within the Information Section of this packet as a general guideline of the budget process and lists the important dates associated with the process.

Public Meetings During the Pandemic:

Due to COVID social distancing requirements, the Port of Coos Bay, Coos Bay Rail Line, and CCURA Budget Committee Meetings and Budget Hearings will be conducted virtually. The public may observe the meetings live via the Port's YouTube channel. Each public meeting notice will provide instructions on how to submit public comment or testimony in advance of the meeting. These virtual meetings will also be recorded with links to prior meetings posted on the Port's website.

Ice Plant Insurance Claim:

The Ice Plant Rebuild Project insurance claim remains an open claim with Special District Insurance Services (SDIS). To date, the Port has expended \$9,098,415.42 in the rebuild of the Ice Plant and Dock, and has received \$3,597,327.33 from insurance reimbursement. The Port's legal counsel is working closely with Port Staff, the building contractor, and SDIS to get as much reimbursed as possible.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: May 11, 2021
SUBJECT: Accounting & Finance Management Report

We hereby present March and March Year-to-Date (09 months) financial results for the Port.

Operating Revenue:

Total operating revenues were \$294K which was \$4K greater than budget. All departments reported revenues that fell short of the budget this period except Administration and Rail Ops. Administration performed better than planned due to the timing of the longevity credit which was budgeted to be received last period. Port Operations revenue shortfall will continue for the fiscal year as reported last month. Charleston Ops shortfall this month is due to the Shipyard work dock, and lower Ice Sales. The work dock earned only half of the revenue budgeted for the period, which is about a \$3K shortfall. Ice Sales shortfall is exaggerated due to the allocation error for ice discussed in prior month's report. If using a correct allocation for the period Ice would be undersold by \$4K, instead of the \$30K shortfall reported. Railroad Ops exceeded budget this month by \$7K. They moved 566 cars this month compared to the budgeted average of 417 car movements.

Operating Expense:

Operating expenses totaled \$386K, which was \$92K less than budget. All departments remained within budget this period. Charleston has completed the dredging and while repairs and maintenance are still in budget this period, they are increasing as maintenance staff begins to complete repairs.

Operating Result:

The Port ended March with a \$92K deficit against a planned deficit of \$187K which is better than plan by \$95K. All departments performed better than plan except for Port Ops. This performance is solely related to their lower than projected revenues.

Other Income & Expense:

Total other revenues totaled \$44K, which is less than budget by \$14K. Property tax received this period falls short of the budget estimate by \$12K. Other expenses totaled \$24K this period, which was \$59K less than plan. The underspending of other expenses is related to Capital Outlays. Capital Outlay is underspent due to the timing of capital projects.

Net Result & Year to Date:

March net result amounted to a loss of \$72K compared to a budgeted net loss of \$212K resulting in a \$140K positive variance. Year to date net result amounted to a gain of \$589K compared to a budgeted loss of \$489K resulting in a positive variance of \$1.1 Million. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

The total cash balances in all bank accounts at April month end were \$4,953,910.07 which is an increase of \$511K from March, with interest earnings of \$1,797.59. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate remained at 0.60% pa.

Finance continues to work on the FY 2021/22 budget. The budget is to be distributed to the budget committee the week of May 10. The budget committee meetings have been scheduled for the week of May 24.

Finance has also been preparing for the auditors and they will be completing their interim field work the week of May 10. They will be completing this field work remotely.

As the year is wrapping up it will be necessary this year to complete a supplemental budget to account for the items we did not anticipate when preparing the FY 2020/21 budget. This will be presented at the June commission meeting.

Financial Report - Actual vs. Budget - General Fund
For Period Ending Mar 2021



		Current Period				Same Month Last Year			Year to Date				Year End					
		Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration	9,432	1,491	7,941	533%	1,375	8,057	586%	20,342	20,564	(222)	(1%)	20,336	6	0%	24,814	25,036	(1%)
3	External Affairs	0	33	(33)	(100%)	24	(24)	(100%)	115	300	(185)	(62%)	490	(375)	(77%)	215	400	(46%)
5	Port Operations	16,024	20,411	(4,386)	(21%)	14,904	1,120	8%	144,267	183,695	(39,427)	(21%)	469,952	(325,685)	(69%)	205,499	244,926	(16%)
6	Railroad Operations	103,907	96,656	7,251	8%	85,818	18,089	21%	650,511	658,807	(8,296)	(1%)	582,182	68,329	12%	872,114	880,410	(1%)
8	Charleston Operations																	
9	Building & Dock Leases	23,239	18,333	4,906	27%	16,424	6,815	41%	183,999	165,000	18,999	12%	145,963	38,035	26%	238,999	220,000	9%
11	Marina	95,565	83,536	12,029	14%	74,924	20,641	28%	770,903	718,362	52,540	7%	742,458	28,445	4%	1,080,200	1,027,660	5%
12	Shipyard	19,057	21,050	(1,993)	(9%)	26,822	(7,765)	(29%)	179,318	189,450	(10,132)	(5%)	185,934	(6,616)	(4%)	242,468	252,600	(4%)
13	RV Park	20,012	13,555	6,457	48%	12,889	7,123	55%	285,254	264,841	20,413	8%	254,138	31,116	12%	357,913	337,500	6%
14	Ice Plant	273	30,037	(29,764)	(99%)	0	273	-	26,192	210,256	(184,064)	(88%)	145,435	(119,243)	(82%)	116,302	300,365	(61%)
16	Travel Lift	4,689	5,000	(311)	(6%)	4,552	137	3%	32,567	45,000	(12,433)	(28%)	33,173	(606)	(2%)	47,567	60,000	(21%)
17	Other	1,973	542	1,431	264%	396	1,577	399%	13,759	4,875	8,884	182%	20,472	(6,713)	(33%)	15,384	6,500	137%
18	Total Charleston Operations	164,808	172,052	(7,245)	(4%)	136,007	28,801	21%	1,491,991	1,597,784	(105,793)	(7%)	1,527,574	(35,584)	(2%)	2,098,832	2,204,625	(5%)
19	Total Operating Income	294,171	290,643	3,528	1%	238,127	56,044	24%	2,307,226	2,461,149	(153,923)	(6%)	2,600,534	(293,308)	(11%)	3,201,473	3,355,397	(5%)
21	Operating Expenses																	
22	Administration	141,517	178,187	36,671	21%	115,340	(26,176)	(23%)	1,094,846	1,366,460	271,615	20%	1,624,289	529,443	33%	1,510,151	1,781,765	15%
23	External Affairs	26,839	27,549	710	3%	31,062	4,223	14%	191,470	211,786	20,315	10%	273,198	81,727	(30%)	262,051	282,366	(7%)
24	Port Development	22,447	38,927	16,481	42%	54,372	31,925	59%	167,241	260,260	93,019	36%	272,343	105,102	(39%)	245,415	338,434	(27%)
25	Port Operations	18,781	20,449	1,668	8%	14,625	(4,156)	(28%)	131,477	146,046	14,569	10%	172,489	41,013	(24%)	176,540	191,109	(8%)
26	Railroad Operations	3,292	13,481	10,190	76%	38,215	34,923	91%	138,427	121,331	(17,096)	(14%)	575,729	437,302	(76%)	178,871	161,775	11%
28	Charleston Operations	173,050	198,916	25,867	13%	124,190	(48,860)	(39%)	1,225,157	1,517,974	292,816	19%	1,465,712	240,555	(16%)	1,705,218	1,998,034	(15%)
29	Total Expenses	385,925	477,510	91,585	19%	377,804	(8,121)	(2%)	2,948,619	3,623,857	675,238	19%	4,383,760	1,435,142	33%	4,078,245	4,753,484	14%
31	Operating Results																	
32	Administration	(132,085)	(176,697)	44,612	(25%)	(113,966)	(18,119)	16%	(1,074,504)	(1,345,897)	271,393	(20%)	(1,603,953)	529,450	(33%)	(1,485,336)	(1,756,729)	(15%)
33	External Affairs	(26,839)	(27,515)	676	(2%)	(31,038)	4,199	(14%)	(191,355)	(211,486)	20,130	(10%)	(272,708)	81,352	(30%)	(261,836)	(281,966)	(7%)
34	Port Development	(22,447)	(38,927)	16,481	(42%)	(54,372)	31,925	(59%)	(167,241)	(260,260)	93,019	(36%)	(272,343)	105,102	(39%)	(245,415)	(338,434)	(27%)
35	Port Operations	(2,757)	(39)	(2,718)	6975%	279	(3,036)	(1090%)	12,790	37,649	(24,859)	(66%)	297,463	(284,672)	(96%)	28,959	53,817	(46%)
36	Railroad Operations	100,615	83,175	17,441	21%	47,603	53,012	111%	512,084	537,476	(25,391)	(5%)	6,453	505,631	7835%	693,243	718,635	(4%)
38	Charleston Operations	(8,242)	(26,864)	18,622	(69%)	11,817	(20,059)	(170%)	266,833	79,810	187,023	234%	61,862	204,971	331%	393,614	206,591	91%
39	Totals Operating Results	(91,754)	(186,868)	95,113	(51%)	(139,677)	47,923	(34%)	(641,392)	(1,162,708)	521,315	(45%)	(1,783,226)	1,141,834	(64%)	(876,772)	(1,398,087)	(37%)
41	Tax Collected	34,850	47,191	(12,341)	(26%)	37,542	(2,692)	(7%)	2,143,208	2,569,501	(426,293)	(17%)	2,390,918	(247,710)	(10%)	2,215,312	2,641,605	(16%)
42	Financial Income	9,065	10,374	(1,309)	(13%)	10,346	(1,281)	(12%)	82,382	90,065	(7,683)	(9%)	112,887	(30,505)	(27%)	110,804	118,487	(6%)
43	Grant Income	0	0	0	-	0	0	-	48,783	5,400	43,383	803%	6,140	42,643	694%	75,783	32,400	134%
45	Other Income	137	0	137	-	77,964	(77,827)	(100%)	32,534	0	32,534	-	104,489	(71,954)	(69%)	879,109	846,575	4%
46	Total Other Income	44,052	57,565	(13,513)	(23%)	125,852	(81,800)	(65%)	2,306,907	2,664,966	(358,058)	(13%)	2,614,434	(307,526)	(12%)	3,281,008	3,639,067	(10%)
48	Financial Expenses & Taxes	4,659	2,383	(2,276)	95%	4,853	194	(4%)	65,967	38,950	(27,017)	69%	108,777	42,810	(39%)	77,617	50,600	(53%)
49	Debt Service	6,495	23,812	17,317	(73%)	4,410	(2,085)	47%	909,765	1,442,371	532,606	(37%)	812,546	(97,218)	12%	981,202	1,513,808	35%
50	Capital Outlays	12,976	56,667	43,691	(77%)	44,858	31,882	(71%)	100,612	510,000	409,388	(80%)	199,165	98,552	(49%)	270,612	680,000	60%
52	Total Other Expenses	24,130	82,862	58,732	(71%)	54,121	29,990	(55%)	1,076,344	1,991,321	914,977	(46%)	1,120,488	44,144	(4%)	1,329,431	2,244,408	(41%)
54	Net Result	(71,833)	(212,165)	140,332	66%	(67,945)	(3,887)	6%	589,171	(489,063)	1,078,234	220%	(289,280)	878,451	304%	1,074,805	(3,428)	31452%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund

Department: Administration

Location: All

Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date					Year End				
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	371	491	(120)	-24%	360	11	3%	3,271	3,502	(231)	-7%	3,238	32	1%	4,743	4,974	-5%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	9,000	9,000	0	0%	9,000	0	0%	12,000	12,000	0%
4290 Other	8,062	0	8,062	-	15	8,047	53643%	8,072	8,062	10	0%	8,098	(26)	0%	8,072	8,062	0%
Total Operating Income	9,432	1,491	7,941	533%	1,375	8,057	586%	20,342	20,564	(222)	-1%	20,336	6	0%	24,814	25,036	-1%
Expenses																	
Personnel Services																	
5005 Salaries	77,535	77,256	(278)	0%	63,194	(14,340)	-23%	530,844	514,575	(16,270)	-3%	408,638	(122,206)	-30%	685,157	668,887	-2%
5010 Other compensation	0	1,119	1,119	100%	0	0	-	0	51,110	51,110	100%	0	0	-	3,356	54,466	94%
5015 Overtime	0	57	57	100%	0	0	-	0	376	376	100%	121	121	100%	113	489	77%
5050 Merit Pool	0	1,960	1,960	100%	0	0	-	0	13,052	13,052	100%	0	0	-	3,914	16,966	77%
Total Compensation	77,535	80,391	2,857	4%	63,194	(14,340)	-23%	530,844	579,113	48,269	8%	408,760	(122,085)	-30%	692,540	740,808	7%
5100 Federal Payroll taxes	5,676	5,640	(36)	-1%	4,773	(902)	-19%	29,615	37,565	7,950	21%	26,182	(3,433)	-13%	40,880	48,830	16%
5105 State Payroll taxes	18	0	(18)	-	15	(3)	-22%	102	0	(102)	-	94	(8)	-9%	102	0	-
5110 Unemployment Insurance	1,677	1,049	(629)	-60%	1,254	(424)	-34%	6,668	6,985	317	5%	4,936	(1,732)	-35%	8,763	9,080	3%
5115 Workers compensation	104	167	63	38%	85	(19)	-23%	161	1,114	953	86%	763	602	79%	495	1,448	66%
Total Payroll Taxes	7,475	6,856	(619)	-9%	6,126	(1,349)	-22%	36,547	45,664	9,118	20%	31,975	(4,572)	-14%	50,240	59,358	15%
5200 Medical insurance	7,684	10,143	2,459	24%	3,927	(3,757)	-96%	69,155	67,555	(1,599)	-2%	31,416	(37,738)	-120%	89,413	87,814	-2%
5205 Dental insurance	922	1,718	796	46%	668	(254)	-38%	8,044	11,441	3,397	30%	6,008	(2,036)	-34%	11,475	14,872	23%
5215 Term life insurance	94	128	34	27%	306	213	69%	1,088	849	(239)	-28%	3,119	2,031	65%	1,343	1,104	-22%
5220 Long Term Disability insurance	292	457	164	36%	0	(292)	-	2,237	3,041	804	26%	0	(2,237)	-	3,149	3,953	20%
5225 PERS Employer Contributions	8,304	15,619	7,315	47%	8,043	(262)	-3%	71,191	104,032	32,841	32%	73,516	2,325	3%	102,388	135,229	24%
5230 PERS Employee Contributions	2,610	4,756	2,146	45%	2,528	(82)	-3%	22,375	31,681	9,305	29%	23,106	731	3%	31,876	41,181	23%
Total Insured Benefits	19,906	32,820	12,913	39%	15,471	(4,435)	-29%	174,091	218,599	44,508	20%	137,165	(36,925)	-27%	239,645	284,153	16%
Total Personnel Services	104,916	120,067	15,151	13%	84,792	(20,124)	-24%	741,481	843,376	101,895	12%	577,900	(163,581)	-28%	982,425	1,084,319	9%
Goods & Services																	
6005 Seminars & training	64	322	258	80%	25	(39)	-156%	490	2,895	2,405	83%	3,076	2,586	84%	1,455	3,860	62%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	6,582	6,582	100%	0	0	-
Total Staff Training	64	322	258	80%	25	(39)	-156%	490	2,895	2,405	83%	9,658	9,168	95%	1,455	3,860	62%
6020 Travel - airfare	0	83	83	100%	0	0	-	0	750	750	100%	0	0	-	250	1,000	75%
6025 Travel - lodging & transportation	0	242	242	100%	0	0	-	0	2,175	2,175	100%	869	869	100%	725	2,900	75%
6030 Travel - Per Diem & mileage reimbursement	0	63	63	100%	0	0	-	0	563	563	100%	1,116	1,116	100%	188	750	75%
6035 Meals & Entertainment	197	233	36	15%	73	(125)	-171%	290	2,100	1,810	86%	5,848	5,557	95%	990	2,800	65%
Total Travel & Entertainment	197	621	423	68%	73	(125)	-171%	290	5,587	5,297	95%	7,833	7,542	96%	2,153	7,450	71%
6050 Office supplies	264	750	486	65%	570	306	54%	3,174	6,750	3,576	53%	6,305	3,131	50%	5,424	9,000	40%
6055 Kitchen supplies	71	355	284	80%	176	105	60%	1,275	3,192	1,917	60%	2,214	939	42%	2,339	4,256	45%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund

Department: Administration

Location: All

Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Jul 2020 - Jun 2021					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6060 IT supplies	0	667	667	100%	0	0	-	24,344	6,000	(18,344)	-306%	4,412	(19,932)	-452%	26,344	8,000	-229%
6070 Postage & courier services	403	433	30	7%	0	(403)	-	2,500	3,900	1,400	36%	2,898	397	14%	3,800	5,200	27%
6075 Memberships & dues	(1,838)	0	1,838	-	0	1,838	-	0	0	0	-	0	0	-	0	0	-
6080 Office lease	8,046	8,092	45	1%	7,927	(119)	-2%	71,583	72,825	1,242	2%	69,939	(1,644)	-2%	95,858	97,100	1%
6085 Office equipment lease	535	178	(356)	-200%	0	(535)	-	1,604	1,605	1	0%	1,007	(597)	-59%	2,139	2,140	0%
6087 Office equipment repairs & maintenance	118	375	257	68%	284	165	58%	1,318	3,375	2,057	61%	2,776	1,458	53%	2,443	4,500	46%
6090 IT SW subscriptions & licenses	9,513	11,018	1,506	14%	9,888	375	4%	86,785	99,165	12,380	12%	87,670	885	1%	119,840	132,220	9%
6095 Commission expenses	0	208	208	100%	291	291	100%	0	1,875	1,875	100%	4,945	4,945	100%	625	2,500	75%
Total Office Expense	17,112	22,076	4,964	22%	19,135	2,023	11%	192,583	198,687	6,104	3%	182,166	(10,417)	-6%	258,812	264,916	2%
6100 Telephone - landline	533	450	(83)	-18%	519	(14)	-3%	3,892	4,050	158	4%	3,767	(125)	-3%	5,242	5,400	3%
6105 Telephone - mobile	475	780	305	39%	563	88	16%	3,998	7,020	3,022	43%	5,215	1,216	23%	6,338	9,360	32%
6110 Internet services	604	608	5	1%	604	0	0%	5,433	5,475	42	1%	5,483	50	1%	7,258	7,300	1%
6115 Cable TV	0	50	50	100%	50	50	100%	303	450	147	33%	448	145	32%	453	600	24%
6130 Electricity	403	625	222	36%	612	209	34%	4,257	5,625	1,368	24%	5,197	940	18%	6,132	7,500	18%
Total Utilities	2,014	2,513	499	20%	2,347	333	14%	17,883	22,620	4,737	21%	20,110	2,227	11%	25,423	30,160	16%
6200 Temporary/Contract help	0	2,900	2,900	100%	0	0	-	24,726	26,100	1,374	5%	0	(24,726)	-	33,426	34,800	4%
6205 Janitorial services	484	485	2	0%	484	0	0%	4,352	4,365	14	0%	4,352	0	0%	5,807	5,820	0%
6215 Payroll services	1,123	867	(256)	-30%	1,117	(6)	-1%	6,204	7,800	1,596	20%	6,372	168	3%	8,804	10,400	15%
6245 Legal advertising	0	167	167	100%	0	0	-	0	1,500	1,500	100%	387	387	100%	500	2,000	75%
6250 Legal services	12,455	12,500	45	0%	5,434	(7,021)	-129%	30,462	112,500	82,038	73%	749,921	719,459	96%	67,962	150,000	55%
6255 Auditing	1,800	4,583	2,783	61%	0	(1,800)	-	58,100	41,250	(16,850)	-41%	44,900	(13,200)	-29%	71,850	55,000	-31%
6260 Consulting services	0	83	83	100%	0	0	-	0	750	750	100%	275	275	100%	250	1,000	75%
6265 Recruiting services	0	208	208	100%	0	0	-	0	1,875	1,875	100%	129	129	100%	625	2,500	75%
6270 Contracted Services	0	0	0	-	0	0	-	82	0	(82)	-	78	(4)	-6%	82	0	-
6290 Commercial insurance	1,855	1,733	(123)	-7%	1,755	(100)	-6%	15,452	15,593	140	1%	14,218	(1,235)	-9%	20,650	20,790	1%
Total Professional Services	17,717	23,526	5,809	25%	8,790	(8,927)	-102%	139,378	211,732	72,355	34%	820,631	681,253	83%	209,955	282,310	26%
6351 Awards & Recognitions	0	313	313	100%	0	0	-	2,475	2,813	338	12%	2,630	155	6%	3,413	3,750	9%
Total Marketing Expense	0	313	313	100%	0	0	-	2,475	2,813	338	12%	2,630	155	6%	3,413	3,750	9%
6405 Safety/hazardous materials	(504)	0	504	-	0	504	-	0	0	0	-	0	0	-	0	0	-
6425 Operational supplies	0	0	0	-	0	0	-	0	0	0	-	0	0	100%	0	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	2,211	2,211	100%	0	0	-
6450 Fuel - Gas	0	250	250	100%	27	27	100%	167	2,250	2,083	93%	665	499	75%	917	3,000	69%
Total Operational Expense	(504)	250	754	302%	27	531	1991%	167	2,250	2,083	93%	2,877	2,710	94%	917	3,000	69%
6505 Repairs & maintenance vehicles	0	42	42	100%	0	0	-	0	375	375	100%	149	149	100%	125	500	75%
6510 Repairs & maintenance buildings	0	125	125	100%	151	151	100%	92	1,125	1,033	92%	330	238	72%	467	1,500	69%
Total Repair and Maintenance	0	167	167	100%	151	151	100%	98	1,500	1,402	93%	484	385	80%	598	2,000	70%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund

Department: Administration

Location: All

Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Jul 2020 - Jun 2021					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6599 Budget Contingency	0	8,333	8,333	100%	0	0	-	0	75,000	75,000	100%	0	0	-	25,000	100,000	75%
Total Goods & Services	36,601	58,120	21,520	37%	30,548	(6,052)	-20%	353,364	523,084	169,720	32%	1,046,389	693,025	66%	527,726	697,446	24%
Total Expenses	141,517	178,187	36,671	21%	115,340	(26,176)	-23%	1,094,846	1,366,460	271,615	20%	1,624,289	529,443	33%	1,510,151	1,781,765	15%
Operating Results	(132,085)	(176,697)	44,612	-25%	(113,966)	(18,119)	16%	(1,074,504)	(1,345,897)	271,393	-20%	(1,603,953)	529,450	-33%	(1,485,336)	(1,756,729)	-15%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	32,906	45,191	(12,285)	-27%	32,809	97	0%	1,764,855	1,753,411	11,444	1%	1,701,301	63,554	4%	1,819,084	1,807,640	1%
4410 Property Taxes - Prior Years	1,945	2,000	(55)	-3%	4,733	(2,789)	-59%	61,115	32,125	28,990	90%	55,303	5,812	11%	78,990	50,000	58%
4505 Interest - Bank	1,691	3,000	(1,309)	-44%	2,972	(1,281)	-43%	16,017	23,700	(7,683)	-32%	46,522	(3,505)	-66%	22,317	30,000	-26%
4506 Interest - Southport Note	1,950	2,143	(193)	-9%	2,110	(160)	-8%	18,033	19,283	(1,250)	-6%	19,460	(1,427)	-7%	24,461	25,711	-5%
4515 Principal Repayment - Southport Note	5,424	5,231	193	4%	5,264	160	3%	48,332	47,082	1,250	3%	46,905	1,427	3%	64,026	62,776	2%
4695 Grants Received - Other	0	0	0	-	0	0	-	48,783	0	48,783	-	0	48,783	-	48,783	0	-
4815 Transfer - RF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	201,575	201,575	0%
4905 Other	137	0	137	-	5,336	(5,200)	-97%	145	0	145	-	5,338	(5,194)	-97%	145	0	-
4915 Insurance Reimbursement	0	0	0	-	2,058	(2,058)	-100%	22,349	0	22,349	-	2,058	20,291	986%	22,349	0	-
Total Other Income	44,052	57,565	(13,513)	-23%	55,283	(11,231)	-20%	1,979,629	1,875,601	104,029	6%	1,876,887	102,742	5%	2,281,730	2,177,702	5%
Other Expenses																	
Taxes & Misc Expenses																	
6705 Grant expenses	0	0	0	-	0	0	-	35	0	(35)	-	0	(35)	-	35	0	-
6740 Merchant fees	1,974	1,500	(474)	-32%	1,167	(807)	-69%	21,448	21,000	(448)	-2%	18,948	(2,500)	-13%	30,448	30,000	-1%
6745 Banking fees	81	50	(31)	-61%	0	(80)	-80460%	66	450	384	85%	12	(54)	-451%	216	600	64%
6755 Insurance Claims	0	0	0	-	0	0	-	20,294	0	(20,294)	-	0	(20,294)	-	20,294	0	-
Total Taxes & Misc Expenses	2,055	1,550	(505)	-33%	1,168	(887)	-76%	41,844	21,450	(20,394)	-95%	18,960	(22,884)	-121%	50,994	30,600	-67%
Debt Services																	
7020 Principal repayment - Vehicles	827	4,382	3,555	81%	792	(35)	-4%	7,336	39,440	32,104	81%	2,367	(4,969)	-210%	20,482	52,586	61%
7025 Interest payment - Vehicles	150	503	353	70%	185	35	19%	1,458	4,529	3,070	68%	564	(894)	-158%	2,968	6,038	51%
Total Debt Services	977	4,885	3,908	80%	977	0	0%	8,794	43,968	35,174	80%	2,931	(5,862)	-200%	23,450	58,624	60%
Total Other Expenses	3,032	6,435	3,403	53%	2,145	(887)	-41%	50,637	65,418	14,781	23%	21,891	(28,746)	-131%	74,443	89,224	17%
Net Other Income	41,020	51,130	(10,109)	-20%	53,138	(12,118)	-23%	1,928,992	1,810,183	118,809	7%	1,854,996	73,996	4%	2,207,287	2,088,478	6%
Net Result	(91,065)	(125,567)	34,502	-27%	(60,828)	(30,237)	50%	854,488	464,286	390,202	84%	251,043	603,446	240%	721,951	331,748	118%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD		Jul 2020 - Jun 2021			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	0	0	0	-	24	(24)	-100%	40	0	40	-	490	(450)	-92%	40	0	-
4290 Other	0	33	(33)	-100%	0	0	-	75	300	(225)	-75%	0	75	-	175	400	-56%
Total Operating Income	0	33	(33)	-100%	24	(24)	-100%	115	300	(185)	-62%	490	(375)	-77%	215	400	-46%
Expenses																	
Personnel Services																	
5005 Salaries	10,293	9,971	(322)	-3%	15,617	5,324	34%	64,348	66,414	2,066	3%	99,253	34,905	35%	87,597	89,662	2%
5010 Other compensation	0	288	288	100%	0	0	-	0	1,916	1,916	100%	0	0	-	671	2,586	74%
Total Compensation	10,293	10,259	(34)	0%	15,617	5,324	34%	64,348	68,329	3,982	6%	99,253	34,905	35%	88,267	92,249	4%
5100 Federal Payroll taxes	782	785	3	0%	1,184	403	34%	4,888	5,227	340	7%	7,529	2,642	35%	6,455	6,795	5%
5105 State Payroll taxes	2	0	(2)	-	5	2	49%	15	0	(15)	-	31	17	54%	15	0	-
5110 Unemployment Insurance	286	126	(160)	-126%	403	116	29%	659	842	183	22%	1,539	880	57%	912	1,095	17%
5115 Workers compensation	26	24	(3)	-11%	49	23	46%	236	157	(79)	-50%	439	203	46%	283	204	-39%
Total Payroll Taxes	1,096	935	(162)	-17%	1,640	544	33%	5,797	6,227	429	7%	9,539	3,741	39%	7,665	8,094	5%
5200 Medical insurance	1,133	1,495	362	24%	1,453	320	22%	10,194	9,959	(236)	-2%	13,073	2,879	22%	13,181	12,945	-2%
5205 Dental insurance	105	190	85	45%	154	50	32%	942	1,265	323	26%	1,390	448	32%	1,321	1,644	20%
5215 Term life insurance	12	16	4	28%	88	77	87%	147	108	(39)	-36%	713	566	79%	179	140	-28%
5220 Long Term Disability insurance	41	57	16	28%	0	(41)	-	332	382	51	13%	0	(332)	-	446	497	10%
5225 PERS Employee Contributions	1,299	1,903	604	32%	1,988	688	35%	12,062	12,678	616	5%	18,446	6,384	35%	15,864	16,480	4%
5230 PERS Employer Contributions	408	598	190	32%	625	216	35%	3,791	3,985	194	5%	5,797	2,006	35%	4,986	5,180	4%
Total Insured Benefits	2,998	4,260	1,262	30%	4,308	1,309	30%	27,467	28,376	909	3%	39,418	11,951	30%	35,977	36,886	2%
Total Personnel Services	14,388	15,454	1,066	7%	21,565	7,177	33%	97,612	102,933	5,320	5%	148,210	50,598	34%	131,908	137,229	4%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	375	375	100%	1,437	1,437	100%	125	500	75%
6025 Travel - lodging & transportation	0	108	108	100%	0	0	-	0	975	975	100%	3,296	3,296	100%	325	1,300	75%
6030 Travel - Per Diem & mileage reimbursement	0	65	65	100%	0	0	-	0	581	581	100%	1,750	1,750	100%	194	775	75%
6035 Meals & Entertainment	0	75	75	100%	0	0	-	0	675	675	100%	523	523	100%	225	900	75%
Total Travel & Entertainment	0	290	290	100%	0	0	-	0	2,606	2,606	100%	7,005	7,005	100%	869	3,475	75%
6050 Office supplies	0	42	42	100%	23	23	100%	13	375	362	97%	205	193	94%	138	500	72%
6075 Memberships & dues	4,229	2,302	(1,927)	-84%	3,062	(1,167)	-38%	23,454	20,717	(2,737)	-13%	22,182	(1,272)	-6%	30,359	27,622	-10%
Total Office Expense	4,229	2,344	(1,885)	-80%	3,084	(1,144)	-37%	23,466	21,092	(2,375)	-11%	22,387	(1,079)	-5%	30,497	28,122	-8%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD		Jul 2020 - Jun 2021			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6270 Contracted Services	0	120	120	100%	0	0	-	721	1,080	359	33%	32	(689)	-2152%	1,081	1,440	25%
Total Professional Services	0	120	120	100%	0	0	-	721	1,080	359	33%	32	(689)	-2152%	1,081	1,440	25%
6310 Marketing supplies	0	396	396	100%	0	0	-	190	3,562	3,372	95%	4,779	4,589	96%	1,378	4,750	71%
6315 Advertising	0	1,858	1,858	100%	285	285	100%	6,651	16,725	10,074	60%	14,328	7,677	54%	12,226	22,300	45%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	0	0	0	-	2,661	2,661	100%	0	0	-
6340 Legislative support	8,223	6,700	(1,523)	-23%	6,127	(2,095)	-34%	61,380	60,300	(1,080)	-2%	59,287	(2,093)	-4%	81,480	80,400	-1%
6345 Community affairs	0	388	388	100%	0	0	-	1,450	3,488	2,038	58%	14,507	13,058	90%	2,612	4,650	44%
Total Marketing Expense	8,223	9,342	1,119	12%	6,412	(1,810)	-28%	69,671	84,075	14,404	17%	95,563	25,892	27%	97,696	112,100	13%
Total Goods & Services	12,451	12,095	(356)	-3%	9,497	(2,955)	-31%	93,858	108,853	14,995	14%	124,988	31,130	25%	130,143	145,137	10%
Total Expenses	26,839	27,549	710	3%	31,062	4,223	14%	191,470	211,786	20,315	10%	273,198	81,727	30%	262,051	282,366	7%
Operating Results	(26,839)	(27,515)	676	-2%	(31,038)	4,199	-14%	(191,355)	(211,486)	20,130	-10%	(272,708)	81,352	-30%	(261,836)	(281,966)	-7%
Other Income & Expenses																	
Other Income																	
Net Result	(26,839)	(27,515)	676	-2%	(31,038)	4,199	-14%	(191,355)	(211,486)	20,130	-10%	(272,708)	81,352	-30%	(261,836)	(281,966)	-7%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund Department: Port Ops Location: All Budget: Adopted



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	10,328	9,311	1,017	11%	9,246	1,083	12%	83,467	83,798	(331)	0%	83,325	142	0%	111,400	111,731	0%
4010 Property Agreements	5,696	11,100	(5,404)	-49%	5,658	38	1%	60,800	99,896	(39,096)	-39%	60,177	623	1%	94,099	133,195	-29%
4240 Project Management Fees	0	0	0	-	0	0	-	0	0	0	-	326,450	(326,450)	-100%	0	0	-
Total Operating Income	16,024	20,411	(4,386)	-21%	14,904	1,120	8%	144,267	183,695	(39,427)	-21%	469,952	(325,685)	-69%	205,499	244,926	-16%
Expenses																	
Personnel Services																	
5005 Salaries	13,269	11,643	(1,626)	-14%	11,281	(1,988)	-18%	82,939	77,548	(5,391)	-7%	108,900	25,962	24%	106,194	100,803	-5%
5010 Other compensation	0	336	336	100%	0	0	-	0	2,237	2,237	100%	0	0	-	671	2,908	77%
Total Compensation	13,269	11,979	(1,291)	-11%	11,281	(1,988)	-18%	82,939	79,785	(3,154)	-4%	108,900	25,962	24%	106,865	103,711	-3%
5100 Federal Payroll taxes	1,015	916	(99)	-11%	863	(152)	-18%	6,345	6,104	(241)	-4%	8,331	1,986	24%	8,175	7,934	-3%
5105 State Payroll taxes	2	0	(2)	-	2	(0)	-14%	14	0	(14)	-	25	11	44%	14	0	-
5110 Unemployment Insurance	372	126	(245)	-194%	293	(78)	-27%	867	842	(25)	-3%	805	(62)	-8%	1,120	1,095	-2%
5115 Workers compensation	26	28	1	5%	41	15	37%	236	184	(52)	-28%	373	137	37%	291	239	-22%
Total Payroll Taxes	1,415	1,070	(345)	-32%	1,200	(215)	-18%	7,462	7,130	(332)	-5%	9,533	2,071	22%	9,600	9,268	-4%
5200 Medical insurance	0	0	0	-	0	0	-	0	0	0	-	3,927	3,927	100%	0	0	-
5205 Dental insurance	50	190	140	74%	105	55	52%	394	1,265	871	69%	1,440	1,046	73%	773	1,644	53%
5215 Term life insurance	12	16	4	28%	59	47	80%	154	108	(46)	-43%	804	651	81%	186	140	-33%
5220 Long Term Disability insurance	48	67	19	28%	0	(48)	-	387	447	60	13%	0	(387)	-	521	581	10%
5225 PERS Employee Contributions	1,689	2,223	534	24%	1,436	(253)	-18%	15,506	14,804	(702)	-5%	20,624	5,118	25%	19,945	19,243	-4%
5230 PERS Employer Contributions	531	699	168	24%	451	(80)	-18%	4,874	4,653	(221)	-5%	6,482	1,609	25%	6,269	6,048	-4%
Total Insured Benefits	2,329	3,194	865	27%	2,050	(279)	-14%	21,314	21,276	(38)	0%	33,277	11,963	36%	27,694	27,656	0%
Total Personnel Services	17,014	16,243	(771)	-5%	14,531	(2,482)	-17%	111,715	108,190	(3,524)	-3%	151,710	39,995	26%	144,159	140,635	-3%
Goods & Services																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	750	750	100%	1,002	1,002	100%	250	1,000	75%
6025 Travel - lodging & transportation	0	292	292	100%	0	0	-	0	2,625	2,625	100%	4,950	4,950	100%	875	3,500	75%
6030 Travel - Per Diem & mileage reimbursement	0	42	42	100%	297	297	100%	0	375	375	100%	2,765	2,765	100%	125	500	75%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	16	187	171	91%	263	247	94%	79	250	69%
Total Travel & Entertainment	0	438	438	100%	297	297	100%	16	3,938	3,922	100%	8,981	8,965	100%	1,329	5,250	75%
6130 Electricity	130	142	12	9%	134	4	3%	1,182	1,275	93	7%	1,112	(70)	-6%	1,607	1,700	5%
6155 Environmental Remediation/Mitigation/Monitoring	223	208	(14)	-7%	0	(223)	-	1,021	1,875	854	46%	1,006	(14)	-1%	1,646	2,500	34%
Total Utilities	352	350	(2)	-1%	134	(218)	-163%	2,202	3,150	948	30%	2,118	(84)	-4%	3,252	4,200	23%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund Department: Port Ops Location: All Budget: Adopted



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6270 Contracted Services	0	167	167	100%	0	0	-	1,775	1,500	(275)	-18%	1,694	(81)	-5%	2,275	2,000	-14%
6290 Commercial insurance	901	848	(54)	-6%	798	(104)	-13%	7,489	7,630	141	2%	6,732	(757)	-11%	10,033	10,174	1%
Total Professional Services	901	1,015	113	11%	798	(104)	-13%	9,264	9,131	(134)	-1%	8,426	(838)	-10%	12,308	12,174	-1%
6400 Small equipment & tools	0	42	42	100%	0	0	-	0	375	375	100%	0	0	-	125	500	75%
6405 Safety/hazardous materials	514	633	119	19%	0	(514)	-	7,815	5,700	(2,115)	-37%	760	(7,055)	-929%	9,715	7,600	-28%
6410 Signage	0	83	83	100%	0	0	-	0	750	750	100%	0	0	-	250	1,000	75%
6415 Clothing	0	21	21	100%	0	0	-	0	187	187	100%	0	0	-	63	250	75%
6450 Fuel - Gas	0	0	0	-	0	0	-	0	0	0	-	88	88	100%	0	0	-
Total Operational Expense	514	779	265	34%	0	(514)	-	7,815	7,012	(803)	-11%	848	(6,967)	-821%	10,153	9,350	-9%
6510 Repairs & maintenance buildings	0	417	417	100%	0	0	-	0	3,750	3,750	100%	25	25	100%	1,250	5,000	75%
6515 Repairs & maintenance land improvements	0	708	708	100%	0	0	-	0	6,375	6,375	100%	0	0	-	2,125	8,500	75%
6520 Repairs & maintenance docks	0	208	208	100%	0	0	-	126	1,875	1,749	93%	48	(77)	-159%	751	2,500	70%
6575 Waterway Leases	0	208	208	100%	(1,135)	(1,135)	100%	0	1,875	1,875	100%	0	0	-	625	2,500	75%
6580 Permits	0	83	83	100%	0	0	-	339	750	411	55%	333	(6)	-2%	589	1,000	41%
Total Repair and Maintenance	0	1,625	1,625	100%	(1,135)	(1,135)	100%	465	14,625	14,160	97%	406	(58)	-14%	5,340	19,500	73%
Total Goods & Services	1,767	4,206	2,439	58%	94	(1,674)	-1787%	19,762	37,855	18,093	48%	20,779	1,017	5%	32,381	50,474	36%
Total Expenses	18,781	20,449	1,668	8%	14,625	(4,156)	-28%	131,477	146,046	14,569	10%	172,489	41,013	24%	176,540	191,109	8%
Operating Results	(2,757)	(39)	(2,718)	6975%	279	(3,036)	-1090%	12,790	37,649	(24,859)	-66%	297,463	(284,672)	-96%	28,959	53,817	-46%
4905 Other	0	0	0	-	1,000	(1,000)	-100%	0	0	0	-	4,000	(4,000)	-100%	0	0	-
Total Other Income	0	0	0	-	1,000	(1,000)	-100%	0	0	0	-	4,000	(4,000)	-100%	0	0	-
Taxes & Misc Expenses																	
Net Other Income	0	0	0	-	1,000	(1,000)	-100%	0	0	0	-	4,000	(4,000)	-100%	0	0	-
Net Result	(2,757)	(39)	(2,718)	6975%	1,279	(4,036)	-316%	12,790	37,649	(24,859)	-66%	301,463	(288,672)	-96%	28,959	53,817	-46%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund

Department: Port Development

Location: All

Budget: Adopted



Port Development	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
Expenses																	
Personnel Services																	
5005 Salaries	16,014	25,611	9,597	37%	43,955	27,941	64%	110,274	170,587	60,313	35%	203,545	93,271	46%	161,430	221,743	27%
5010 Other compensation	0	734	734	100%	0	0	-	0	4,892	4,892	100%	0	0	-	1,467	6,358	77%
Total Compensation	16,014	26,346	10,332	39%	43,955	27,941	64%	110,274	175,478	65,205	37%	203,545	93,271	46%	162,897	228,101	29%
5100 Federal Payroll taxes	1,207	2,015	808	40%	3,348	2,140	64%	8,327	13,424	5,097	38%	15,531	7,205	46%	12,352	17,449	29%
5105 State Payroll taxes	5	0	(5)	-	8	3	39%	30	0	(30)	-	51	21	42%	30	0	-
5110 Unemployment Insurance	442	379	(63)	-16%	1,138	696	61%	1,461	2,526	1,065	42%	3,541	2,080	59%	2,219	3,284	32%
5115 Workers compensation	26	360	334	93%	41	15	37%	236	2,397	2,161	90%	373	137	37%	955	3,116	69%
Total Payroll Taxes	1,680	2,755	1,075	39%	4,534	2,855	63%	10,054	18,347	8,293	45%	19,497	9,443	48%	15,556	23,849	35%
5200 Medical insurance	1,837	2,424	588	24%	1,531	(306)	-20%	16,531	16,148	(383)	-2%	10,714	(5,817)	-54%	21,374	20,991	-2%
5205 Dental insurance	150	362	212	59%	149	(0)	0%	1,346	2,409	1,063	44%	1,046	(299)	-29%	2,068	3,131	34%
5215 Term life insurance	23	49	25	52%	191	167	88%	329	324	(5)	-2%	1,171	842	72%	426	421	-1%
5220 Long Term Disability insurance	65	147	83	56%	0	(65)	-	600	982	383	39%	0	(600)	-	894	1,277	30%
5225 PERS Employee Contributions	2,038	4,889	2,851	58%	3,643	1,605	44%	21,041	32,565	11,525	35%	23,677	2,637	11%	30,806	42,331	27%
5230 PERS Employer Contributions	641	1,537	896	58%	1,145	505	44%	6,613	10,236	3,622	35%	7,442	829	11%	9,683	13,305	27%
Total Insured Benefits	4,753	9,408	4,655	49%	6,659	1,906	29%	46,459	62,664	16,205	26%	44,050	(2,409)	-5%	65,251	81,456	20%
Total Personnel Services	22,447	38,508	16,062	42%	55,148	32,701	59%	166,787	256,489	89,703	35%	267,092	100,305	38%	243,704	333,406	27%
Goods & Services																	
6020 Travel - airfare	0	0	0	-	0	0	-	0	0	0	-	60	60	100%	0	0	-
6025 Travel - lodging & transportation	0	38	38	100%	(586)	(586)	100%	0	338	338	100%	1,526	1,526	100%	113	450	75%
6030 Travel - Per Diem & mileage reimbursement	0	84	84	100%	(266)	(266)	100%	0	758	758	100%	2,139	2,139	100%	253	1,011	75%
6035 Meals & Entertainment	0	24	24	100%	0	0	-	0	219	219	100%	170	170	100%	73	292	75%
Total Travel & Entertainment	0	146	146	100%	(852)	(852)	100%	0	1,315	1,315	100%	3,894	3,894	100%	438	1,753	75%
6075 Memberships & dues	0	0	0	-	75	75	100%	0	0	0	-	525	525	100%	0	0	-
Total Office Expense	0	0	0	-	75	75	100%	0	0	0	-	525	525	100%	0	0	-
6245 Legal advertising	0	167	167	100%	0	0	-	455	1,500	1,046	70%	0	(455)	-	954	2,000	52%
Total Professional Services	0	167	167	100%	0	0	-	455	1,500	1,046	70%	0	(455)	-	954	2,000	52%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund

Department: Port Development

Location: All

Budget: Adopted



Port Development	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6405 Safety/hazardous materials	0	0	0	-	0	0	-	0	0	0	-	175	175	100%	0	0	-
6415 Clothing	0	106	106	100%	0	0	-	0	956	956	100%	155	155	100%	319	1,275	75%
6450 Fuel - Gas	0	0	0	-	0	0	-	0	0	0	-	502	502	100%	0	0	-
Total Operational Expense	0	106	106	100%	0	0	-	0	956	956	100%	832	832	100%	319	1,275	75%
Total Goods & Services	0	419	419	100%	(777)	(777)	100%	455	3,771	3,316	88%	5,251	4,797	91%	1,712	5,028	66%
Total Expenses	22,447	38,927	16,481	42%	54,372	31,925	59%	167,241	260,260	93,019	36%	272,343	105,102	39%	245,415	338,434	27%
Operating Results	(22,447)	(38,927)	16,481	-42%	(54,372)	31,925	-59%	(167,241)	(260,260)	93,019	-36%	(272,343)	105,102	-39%	(245,415)	(338,434)	-27%
Other Income & Expenses																	
Other Income																	
4605 Grants Received - ODOT Lottery	0	0	0	-	0	0	-	0	0	0	-	965	(965)	-100%	0	0	-
4905 Other	0	0	0	-	1,403	(1,403)	-100%	0	0	0	-	1,403	(1,403)	-100%	0	0	-
Total Other Income	0	0	0	-	1,403	(1,403)	-100%	0	0	0	-	2,368	(2,368)	-100%	0	0	-
Other Expenses																	
Taxes & Misc Expenses																	
6745 Banking fees	2,604	833	(1,771)	-213%	1,899	(705)	-37%	5,114	7,500	2,386	32%	5,301	187	4%	7,614	10,000	24%
Total Taxes & Misc Expenses	2,604	833	(1,771)	-213%	1,899	(705)	-37%	5,114	7,500	2,386	32%	5,301	187	4%	7,614	10,000	24%
Debt Services																	
7010 Interest payment	4,008	11,375	7,367	65%	1,922	(2,085)	-108%	32,116	102,375	70,259	69%	38,740	6,625	17%	66,241	136,500	51%
Total Debt Services	4,008	11,375	7,367	65%	1,922	(2,085)	-108%	32,116	102,375	70,259	69%	38,740	6,625	17%	66,241	136,500	51%
Total Other Expenses	6,612	12,208	5,596	46%	3,821	(2,791)	-73%	37,230	109,875	72,645	66%	44,042	6,812	15%	73,855	146,500	50%
Net Other Income	(6,612)	(12,208)	5,596	-46%	(2,418)	(4,194)	173%	(37,230)	(109,875)	72,645	-66%	(41,674)	4,444	-11%	(73,855)	(146,500)	-50%
Net Result	(29,059)	(51,136)	22,077	-43%	(56,790)	27,731	-49%	(204,471)	(370,135)	165,664	-45%	(314,016)	109,545	-35%	(319,270)	(484,934)	-34%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	23,239	18,333	4,906	27%	16,424	6,815	41%	183,999	165,000	18,999	12%	145,963	38,035	26%	238,999	220,000	9%
4100 Annual Moorage	43,654	41,082	2,572	6%	27,415	16,239	59%	298,269	235,549	62,720	27%	284,172	14,097	5%	467,730	405,010	15%
4105 Semi-Annual Moorage	10,127	4,900	5,227	107%	6,227	3,900	63%	63,729	46,842	16,887	36%	35,701	28,028	79%	77,487	60,600	28%
4110 Monthly Moorage	15,641	12,188	3,453	28%	15,167	473	3%	149,684	180,361	(30,677)	-17%	145,006	4,679	3%	195,923	226,600	-14%
4115 Transient Moorage	5,299	4,709	590	13%	5,960	(661)	-11%	70,590	69,685	905	1%	88,205	(17,615)	-20%	88,455	87,550	1%
4118 Work Dock	2,746	5,417	(2,671)	-49%	7,367	(4,621)	-63%	24,781	48,750	(23,969)	-49%	45,076	(20,295)	-45%	41,031	65,000	-37%
4120 Metered Utilities	30	208	(178)	-86%	259	(229)	-88%	730	1,875	(1,145)	-61%	4,582	(3,852)	-84%	1,355	2,500	-46%
4125 Launch Ramp	3,355	3,083	272	9%	2,855	500	18%	29,106	27,750	1,356	5%	30,310	(1,204)	-4%	38,356	37,000	4%
4135 Storage Yard	3,182	3,333	(151)	-5%	3,528	(346)	-10%	26,179	30,000	(3,821)	-13%	30,176	(3,997)	-13%	36,179	40,000	-10%
4140 Storage Unit	15,040	14,750	290	2%	14,687	353	2%	132,602	132,750	(148)	0%	130,015	2,587	2%	176,852	177,000	0%
4145 Long Term Boat Storage	8,634	7,500	1,134	15%	8,443	191	2%	82,491	67,500	14,991	22%	70,928	11,563	16%	104,991	90,000	17%
4150 Short Term Boat Storage	3,009	3,125	(116)	-4%	4,156	(1,147)	-28%	36,108	28,125	7,983	28%	25,229	10,879	43%	45,483	37,500	21%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	876	750	126	17%	777	99	13%	1,126	1,000	13%
4165 Space Rents	19,025	11,763	7,262	62%	11,474	7,551	66%	274,139	248,716	25,423	10%	242,597	31,542	13%	341,423	316,000	8%
4173 Laundry	303	333	(31)	-9%	199	104	52%	2,527	3,000	(473)	-16%	2,846	(319)	-11%	3,527	4,000	-12%
4175 Propane	633	833	(200)	-24%	798	(165)	-21%	6,134	7,500	(1,366)	-18%	7,628	(1,494)	-20%	8,634	10,000	-14%
4180 Merchandise	16	83	(67)	-81%	21	(5)	-24%	328	750	(422)	-56%	981	(653)	-67%	578	1,000	-42%
4185 Visitor Convention Bureau Fee	109	292	(183)	-63%	26	83	312%	2,927	2,625	302	11%	2,105	822	39%	3,802	3,500	9%
4190 Ice	273	30,037	(29,764)	-99%	0	273	-	26,192	210,256	(184,064)	-88%	145,435	(119,243)	-82%	116,302	300,365	-61%
4200 Boat Lifts	5,107	5,000	107	2%	4,958	149	3%	34,657	45,000	(10,343)	-23%	33,032	1,625	5%	49,657	60,000	-17%
4230 Environmental Fee	1,994	2,083	(89)	-4%	2,436	(442)	-18%	17,189	18,750	(1,561)	-8%	17,286	(97)	-1%	23,439	25,000	-6%
4235 Customer Discounts	(74)	0	(74)	-	(29)	(45)	152%	(2,801)	0	(2,801)	-	(3,673)	872	-24%	(2,801)	0	-
4290 Other	3,467	4,167	(700)	-17%	3,636	(169)	-5%	31,555	37,500	(5,945)	-16%	43,197	(11,642)	-27%	44,055	50,000	-12%
4295 Bad Debt Expense	0	(1,250)	1,250	-100%	0	0	-	0	(11,250)	11,250	-100%	0	0	-	(3,750)	(15,000)	-75%
Total Operating Income	164,808	172,052	(7,245)	-4%	136,007	28,801	21%	1,491,991	1,597,784	(105,793)	-7%	1,527,574	(35,584)	-2%	2,098,832	2,204,625	-5%
Expenses																	
Personnel Services																	
5005 Salaries	55,337	62,705	7,367	12%	56,800	1,462	3%	338,827	417,652	78,825	19%	484,153	145,326	30%	464,074	542,899	15%
5010 Other compensation	0	1,937	1,937	100%	0	0	-	2,000	12,902	10,902	84%	5,011	3,011	60%	5,869	16,771	65%
5015 Overtime	0	2,439	2,439	100%	481	481	100%	1,228	16,245	15,016	92%	10,817	9,589	89%	6,100	21,116	71%
Total Compensation	55,337	67,081	11,743	18%	57,281	1,943	3%	342,056	446,799	104,743	23%	499,980	157,925	32%	476,043	580,786	18%
5100 Federal Payroll taxes	573	5,132	4,558	89%	4,156	3,583	86%	21,731	34,180	12,449	36%	36,303	14,571	40%	31,981	44,430	28%
5105 State Payroll taxes	23	0	(23)	-	24	2	7%	146	0	(146)	-	203	57	28%	146	0	-
5110 Unemployment Insurance	1,491	1,395	(96)	-7%	1,413	(78)	-6%	6,943	9,289	2,345	25%	9,940	2,997	30%	9,729	12,074	19%
5115 Workers compensation	2,047	2,449	403	16%	2,039	(8)	0%	18,420	16,314	(2,106)	-13%	18,350	(69)	0%	23,312	21,206	-10%
Total Payroll Taxes	4,133	8,975	4,842	54%	7,632	3,499	46%	47,240	59,782	12,542	21%	64,797	17,556	27%	65,168	77,710	16%
5200 Medical insurance	13,990	20,139	6,149	31%	13,546	(444)	-3%	124,687	134,141	9,454	7%	141,890	17,203	12%	164,913	174,367	5%
5205 Dental insurance	1,206	2,329	1,123	48%	1,515	308	20%	11,010	15,511	4,501	29%	14,930	3,921	26%	15,661	20,162	22%
5215 Term life insurance	152	197	45	23%	485	332	69%	1,667	1,315	(352)	-27%	5,294	3,627	69%	2,061	1,709	-21%
5220 Long Term Disability insurance	278	375	97	26%	0	(278)	-	2,326	2,499	173	7%	0	(2,326)	-	3,076	3,249	5%

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For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
5225 PERS Employee Contributions	8,608	13,380	4,772	36%	6,950	(1,658)	-24%	78,224	89,120	10,896	12%	94,922	16,698	18%	104,950	115,846	9%
5230 PERS Employer Contributions	2,474	3,909	1,435	37%	1,997	(477)	-24%	22,288	26,034	3,746	14%	27,199	4,911	18%	30,095	33,841	11%
Total Insured Benefits	26,708	40,330	13,622	34%	24,492	(2,216)	-9%	240,202	268,620	28,418	11%	284,236	44,034	15%	320,756	349,174	8%
Total Personnel Services	86,179	116,386	30,207	26%	89,405	3,226	4%	629,497	775,200	145,703	19%	849,013	219,515	26%	861,967	1,007,670	14%
Goods & Services																	
6005 Seminars & training	375	0	(375)	-	0	(375)	-	375	0	(375)	-	0	(375)	-	375	0	-
Total Staff Training	375	0	(375)	-	0	(375)	-	375	0	(375)	-	0	(375)	-	375	0	-
6020 Travel - airfare	0	42	42	100%	(477)	(477)	100%	0	375	375	100%	0	0	-	125	500	75%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	584	1,500	916	61%	612	28	5%	1,084	2,000	46%
6030 Travel - Per Diem & mileage reimbursement	0	42	42	100%	0	0	-	251	375	125	33%	116	(135)	-116%	375	500	25%
6035 Meals & Entertainment	0	42	42	100%	0	0	-	0	375	375	100%	50	50	100%	125	500	75%
Total Travel & Entertainment	0	292	292	100%	(477)	(477)	100%	834	2,625	1,791	68%	778	(57)	-7%	1,709	3,500	51%
6050 Office supplies	(150)	0	150	-	0	150	-	0	0	0	-	0	0	-	0	0	-
6055 Kitchen supplies	86	208	122	59%	71	(16)	-22%	976	1,875	899	48%	1,783	807	45%	1,601	2,500	36%
6060 IT supplies	120	0	(120)	-	0	(120)	-	120	0	(120)	-	0	(120)	-	120	0	-
6070 Postage & courier services	0	83	83	100%	26	26	100%	257	750	493	66%	478	221	46%	507	1,000	49%
6090 IT SW subscriptions & licenses	(55)	0	55	-	0	55	-	0	0	0	-	0	0	-	0	0	-
Total Office Expense	1	292	291	100%	97	96	99%	1,353	2,625	1,272	48%	2,261	908	40%	2,228	3,500	36%
6100 Telephone - landline	182	243	61	25%	124	(58)	-46%	1,656	2,183	526	24%	2,512	855	34%	2,384	2,910	18%
6105 Telephone - mobile	511	780	269	35%	541	30	6%	4,470	7,020	2,550	36%	4,058	(411)	-10%	6,810	9,360	27%
6110 Internet services	1,236	1,250	14	1%	1,277	41	3%	11,383	11,250	(133)	-1%	11,664	281	2%	15,133	15,000	-1%
6115 Cable TV	0	680	680	100%	1,295	1,295	100%	7,364	6,116	(1,248)	-20%	6,139	(1,225)	-20%	9,403	8,155	-15%
6130 Electricity	21,389	20,833	(556)	-3%	16,989	(4,400)	-26%	162,763	187,500	24,737	13%	171,046	8,283	5%	225,263	250,000	10%
6131 Propane - Operations	77	125	48	39%	53	(24)	-46%	678	1,125	447	40%	612	(66)	-11%	1,053	1,500	30%
6135 Water/Sewer	5,327	6,250	923	15%	5,179	(148)	-3%	56,518	56,250	(268)	0%	65,239	8,721	13%	75,268	75,000	0%
6140 Garbage/Sanitation Collection	3,272	5,833	2,561	44%	3,597	325	9%	42,401	52,500	10,099	19%	51,205	8,805	17%	59,901	70,000	14%
6145 Hazardous material disposal	215	333	118	35%	0	(215)	-	1,495	3,000	1,505	50%	3,389	1,894	56%	2,495	4,000	38%
6150 Derelict boat disposal	0	1,250	1,250	100%	0	0	-	15	11,250	11,235	100%	2,160	2,145	99%	3,765	15,000	75%
6155 Environmental Remediation/Mitigation/Monitoring	593	417	(176)	-42%	205	(388)	-189%	2,131	3,750	1,619	43%	1,792	(339)	-19%	3,381	5,000	32%
Total Utilities	32,802	37,994	5,192	14%	29,260	(3,541)	-12%	290,876	341,944	51,068	15%	319,817	28,941	9%	404,857	455,925	11%
6200 Temporary/Contract help	7,709	3,000	(4,709)	-157%	9,155	1,446	16%	42,465	27,000	(15,465)	-57%	69,871	27,406	39%	51,465	36,000	-43%
6205 Janitorial services	75	55	(20)	-36%	71	(4)	-5%	269	495	226	46%	527	258	49%	434	660	34%
6210 Vending machine services	0	125	125	100%	0	0	-	1,328	1,125	(203)	-18%	281	(1,047)	-372%	1,703	1,500	-14%
6245 Legal advertising	209	108	(101)	-93%	0	(209)	-	778	975	197	20%	892	114	13%	1,103	1,300	15%
6250 Legal services	0	0	0	-	0	0	-	1,425	0	(1,425)	-	0	(1,425)	-	1,425	0	-
6270 Contracted Services	2	542	540	100%	232	230	99%	5,477	4,875	(602)	-12%	3,671	(1,806)	-49%	7,102	6,500	-9%
6290 Commercial insurance	7,733	7,504	(229)	-3%	7,029	(704)	-10%	63,844	67,537	3,693	5%	56,575	(7,269)	-13%	86,356	90,049	4%

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amounts in \$US dollars

Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Professional Services	15,728	11,334	(4,393)	-39%	16,487	759	5%	115,586	102,007	(13,579)	-13%	131,817	16,231	12%	149,588	136,009	-10%
6400 Small equipment & tools	249	500	251	50%	32	(217)	-672%	1,566	4,500	2,934	65%	3,866	2,300	59%	3,066	6,000	49%
6405 Safety/hazardous materials	(10)	833	843	101%	199	209	105%	11,041	7,500	(3,541)	-47%	4,678	(6,363)	-136%	13,541	10,000	-35%
6410 Signage	147	63	(84)	-135%	0	(147)	-	147	563	416	74%	274	127	46%	334	750	55%
6415 Clothing	0	417	417	100%	1,302	1,302	100%	1,343	3,750	2,407	64%	2,909	1,566	54%	2,593	5,000	48%
6420 Janitorial supplies	1,734	1,042	(693)	-66%	900	(834)	-93%	9,160	9,375	215	2%	8,551	(609)	-7%	12,285	12,500	2%
6425 Operational supplies	1,418	2,083	665	32%	151	(1,267)	-837%	4,559	18,750	14,191	76%	8,741	4,183	48%	10,809	25,000	57%
6430 Equipment Rental	0	333	333	100%	0	0	-	0	3,000	3,000	100%	2,815	2,815	100%	1,000	4,000	75%
6450 Fuel - Gas	0	1,042	1,042	100%	494	494	100%	5,907	9,375	3,468	37%	6,262	355	6%	9,032	12,500	28%
6455 Fuel - Diesel	146	83	(63)	-76%	111	(35)	-31%	340	750	410	55%	464	124	27%	590	1,000	41%
6481 Propane - Retail	568	542	(27)	-5%	407	(161)	-40%	4,272	4,875	603	12%	4,594	322	7%	5,897	6,500	9%
6485 Retail items	0	15	15	100%	0	0	-	0	135	135	100%	0	0	-	45	180	75%
Total Operational Expense	4,253	6,953	2,699	39%	3,597	(657)	-18%	38,335	62,573	24,238	39%	43,156	4,821	11%	59,192	83,430	29%
6500 Repairs & maintenance equipment	1,459	6,250	4,791	77%	956	(503)	-53%	28,983	56,250	27,267	48%	43,383	14,400	33%	47,733	75,000	36%
6505 Repairs & maintenance vehicles	937	667	(271)	-41%	109	(829)	-762%	31,425	6,000	(25,425)	-424%	6,560	(24,866)	-379%	33,425	8,000	-318%
6510 Repairs & maintenance buildings	1,263	3,750	2,487	66%	(44,627)	(45,890)	103%	5,310	33,750	28,440	84%	6,794	1,484	22%	16,560	45,000	63%
6515 Repairs & maintenance land improvements	178	417	238	57%	135	(44)	-32%	2,138	3,750	1,612	43%	3,386	1,248	37%	3,388	5,000	32%
6520 Repairs & maintenance docks	126	4,167	4,041	97%	1,087	962	88%	3,842	37,500	33,658	90%	14,240	10,398	73%	16,342	50,000	67%
6540 Marina dredging	0	7,500	7,500	100%	0	0	-	37,860	67,500	29,640	44%	13,438	(24,423)	-182%	60,360	90,000	33%
6575 Waterway Leases	29,749	2,500	(27,249)	-1090%	26,946	(2,803)	-10%	33,482	22,500	(10,982)	-49%	26,946	(6,537)	-24%	40,982	30,000	-37%
6580 Permits	0	417	417	100%	1,216	1,216	100%	5,261	3,750	(1,511)	-40%	4,125	(1,136)	-28%	6,511	5,000	-30%
Total Repair and Maintenance	33,713	25,667	(8,046)	-31%	(14,179)	(47,891)	338%	148,302	231,000	82,698	36%	118,872	(29,430)	-25%	225,302	308,000	27%
Total Goods & Services	86,871	82,530	(4,341)	-5%	34,785	(52,086)	-150%	595,660	742,773	147,113	20%	616,700	21,040	3%	843,251	990,364	15%
Total Expenses	173,050	198,916	25,867	13%	124,190	(48,860)	-39%	1,225,157	1,517,974	292,816	19%	1,465,712	240,555	16%	1,705,218	1,998,034	15%
Operating Results	(8,242)	(26,864)	18,622	-69%	11,817	(20,059)	-170%	266,833	79,810	187,023	234%	61,862	204,971	331%	393,614	206,591	91%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	0	0	0	-	0	0	-	137	0	137	-	114	23	20%	137	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,400	(5,400)	-100%	5,175	(5,175)	-100%	0	5,400	-100%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	27,000	27,000	0%
4900 Other Income	0	0	0	-	0	0	-	0	0	0	-	300	(300)	-100%	0	0	-
4905 Other	0	0	0	-	400	(400)	-100%	45	0	45	-	2,951	(2,906)	-98%	45	0	-
4915 Insurance Reimbursement	0	0	0	-	67,767	(67,767)	-100%	8,668	0	8,668	-	92,767	(84,099)	-91%	8,668	0	-
Total Other Income	0	0	0	-	68,167	(68,167)	-100%	8,850	5,400	3,450	64%	101,307	(92,457)	-91%	35,850	32,400	11%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	-	-	-	9,841	10,000	159	2%	9,427	(415)	-4%	9,841	10,000.00	2%

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Charleston Ops		Current Period				Same Month Last Year			Year to Date				Year End					
		Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6755	Insurance Claims	0	0	0	-	1,786	1,786	100%	9,168	0	(9,168)	-	72,767	63,599	87%	9,168	0	-
Total Taxes & Misc Expenses		-	-	-	-	1,786	1,786	100%	19,009	10,000.00	(9,009)	-90%	82,193	63,184	77%	19,009	10,000.00	-90%
Debt Services																		
7005	Principal repayment	0	0	0	-	0	0	-	87,170	340,588	253,418	74%	56,581	(30,589)	-54%	87,170	340,588	74%
7010	Interest payment	0	0	0	-	0	0	-	86,190	242,860	156,670	65%	65,152	(21,038)	-32%	86,190	242,860	65%
7020	Principal repayment	436	2,205	1,769	80%	432	(4)	-1%	3,909	19,841	15,932	80%	1,294	(2,615)	-202%	10,522	26,454	60%
7025	Interest payment	16	52	36	70%	20	4	20%	152	465	313	67%	60	(92)	-155%	307	620	50%
8010	CIP Buildings	10,000	5,417	(4,583)	-85%	0	(10,000)	-	10,000	48,750	38,750	79%	168	(9,832)	-5870%	26,250	65,000	60%
8011	CIP Docks	0	0	0	-	0	0	-	0	0	0	-	14,352	14,352	100%	0	0	-
8020	CIP Machinery & Equipment	0	2,250	2,250	100%	44,858	44,858	100%	14,860	20,250	5,390	27%	44,858	29,998	67%	21,610	27,000	20%
Total Debt Services		10,451	9,923	(528)	-5%	45,310	34,858	77%	202,280	672,754	470,473	70%	182,464	(19,817)	-11%	232,049	702,522	67%
Total Other Expenses		10,451	9,923	(528)	-5%	47,096	36,645	78%	221,290	682,754	461,464	68%	264,657	43,367	16%	251,058	712,522	65%
Net Other Income		(10,451)	(9,923)	(528)	5%	21,071	(31,522)	-150%	(212,439)	(677,354)	464,914	-69%	(163,350)	(49,089)	30%	(215,208)	(680,122)	-68%
Net Result		(18,693)	(36,787)	18,093	-49%	32,888	(51,581)	-157%	54,394	(597,543)	651,937	-109%	(101,488)	155,882	-154%	178,406	(473,531)	-138%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: Dredge Fund Department: Dredge Ops Location: All Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4287 Dredging Services	0	0	0	-	0	0	-	33,950	75,000	(41,050)	-55%	0	33,950	-	33,950	75,000	-55%
4290 Other	0	0	0	-	0	0	-	5,739	250,000	(244,261)	-98%	(22,482)	28,221	-126%	5,739	250,000	-98%
Total Operating Income	0	0	0	-	0	0	-	39,689	325,000	(285,311)	-88%	(22,482)	62,171	-277%	39,689	325,000	-88%
Expenses																	
Personnel Services																	
5005 Salaries	8,127	0	(8,127)	-	21,261	13,133	62%	71,504	41,615	(29,889)	-72%	55,157	(16,347)	-30%	71,504	41,615	-72%
5010 Other compensation	0	0	0	-	0	0	-	(9)	0	9	-	0	9	-	(9)	0	-
5015 Overtime	44	0	(44)	-	7,189	7,145	99%	1,853	0	(1,853)	-	16,216	14,363	89%	1,853	0	-
Total Compensation	8,171	0	(8,171)	-	28,450	20,278	71%	73,348	41,615	(31,733)	-76%	71,373	(1,975)	-3%	73,348	41,615	-76%
5100 Federal Payroll taxes	589	0	(589)	-	2,088	1,499	72%	5,351	3,184	(2,167)	-68%	5,306	(46)	-1%	5,351	3,184	-68%
5105 State Payroll taxes	3	0	(3)	-	11	8	72%	30	0	(30)	-	29	(1)	-2%	30	0	-
5110 Unemployment Insurance	216	0	(216)	-	710	494	70%	1,347	1,082	(265)	-24%	1,560	213	14%	1,347	1,082	-24%
5115 Workers compensation	0	0	0	-	0	0	-	0	1,565	1,565	100%	0	0	-	0	1,565	100%
Total Payroll Taxes	808	0	(808)	-	2,809	2,001	71%	6,728	5,831	(897)	-15%	6,894	167	2%	6,728	5,831	-15%
5200 Medical insurance	0	0	0	-	0	0	-	0	17,435	17,435	100%	0	0	-	0	17,435	100%
5205 Dental insurance	0	0	0	-	0	0	-	0	2,378	2,378	100%	0	0	-	0	2,378	100%
5215 Term life insurance	0	0	0	-	0	0	-	0	150	150	100%	0	0	-	0	150	100%
5220 Long Term Disability insurance	0	0	0	-	0	0	-	0	225	225	100%	0	0	-	0	225	100%
5225 PERS Employee Contributions	1,872	0	(1,872)	-	4,447	2,575	58%	16,535	8,338	(8,197)	-98%	13,656	(2,879)	-21%	16,535	8,338	-98%
5230 PERS Employer Contributions	489	0	(489)	-	1,244	755	61%	4,578	2,779	(1,799)	-65%	3,821	(757)	-20%	4,578	2,779	-65%
Total Insured Benefits	2,360	0	(2,360)	-	5,691	3,331	59%	21,113	31,305	10,192	33%	17,477	(3,636)	-21%	21,113	31,305	33%
Total Personnel Services	11,340	0	(11,340)	-	36,950	25,610	69%	101,189	78,751	(22,438)	-28%	95,745	(5,444)	-6%	101,189	78,751	-28%
Goods & Services																	
6005 Seminars & training	0	417	417	100%	0	0	-	0	3,753	3,753	100%	0	0	-	1,247	5,000	75%
Total Staff Training	0	417	417	100%	0	0	-	0	3,753	3,753	100%	0	0	-	1,247	5,000	75%
6030 Travel - Per Diem & mileage reimbursement	0	0	0	-	1,770	1,770	100%	0	2,000	2,000	100%	6,834	6,834	100%	0	2,000	100%
Total Travel & Entertainment	0	0	0	-	1,770	1,770	100%	0	2,000	2,000	100%	6,834	6,834	100%	0	2,000	100%
6050 Office supplies	0	42	42	100%	0	0	-	0	378	378	100%	0	0	-	122	500	76%
6070 Postage & courier services	0	0	0	-	0	0	-	19	0	(19)	-	0	(19)	-	19	0	-
Total Office Expense	0	42	42	100%	0	0	-	19	378	359	95%	0	(19)	-	141	500	72%
6105 Telephone - mobile	53	0	(53)	-	94	42	44%	528	0	(528)	-	722	194	27%	528	0	-
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	380	0	(380)	-	0	(380)	-	380	0	-
Total Utilities	53	0	(53)	-	94	42	44%	908	0	(908)	-	722	(186)	-26%	908	0	-

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6250 Legal services	0	2,083	2,083	100%	0	0	-	0	18,747	18,747	100%	2,803	2,803	100%	6,253	25,000	75%
6255 Auditing	0	0	0	-	0	0	-	0	10,000	10,000	100%	0	0	-	0	10,000	100%
6290 Commercial insurance	4,477	4,533	56	1%	4,540	63	1%	40,674	40,797	123	0%	39,314	(1,361)	-3%	54,277	54,400	0%
Total Professional Services	4,477	6,616	2,139	32%	4,540	63	1%	40,674	69,544	28,870	42%	42,117	1,443	3%	60,530	89,400	32%
6400 Small equipment & tools	0	0	0	-	155	155	100%	0	0	0	-	2,295	2,295	100%	0	0	-
6405 Safety/hazardous materials	0	0	0	-	18	18	100%	0	0	0	-	263	263	100%	0	0	-
6420 Janitorial supplies	0	0	0	-	0	0	-	0	0	0	-	45	45	100%	0	0	-
6425 Operational supplies	6,830	0	(6,830)	-	44	(6,786)	-15269%	27,011	50,000	22,989	46%	2,369	(24,643)	-1040%	27,011	50,000	46%
6430 Equipment Rental	0	0	0	-	3,553	3,553	100%	5,104	4,221	(883)	-21%	36,684	31,580	86%	5,104	4,221	-21%
6450 Fuel - Gas	291	0	(291)	-	216	(75)	-35%	1,432	6,750	5,318	79%	600	(832)	-139%	1,432	6,750	79%
6455 Fuel - Diesel	22	0	(22)	-	0	(22)	-	1,206	8,250	7,044	85%	723	(482)	-67%	1,206	8,250	85%
Total Operational Expense	7,143	0	(7,143)	-	3,986	(3,157)	-79%	34,753	69,221	34,468	50%	42,979	8,226	19%	34,753	69,221	50%
6500 Repairs & maintenance equipment	0	5,417	5,417	100%	444	444	100%	16,646	48,753	32,107	66%	38,772	22,127	57%	32,893	65,000	49%
6505 Repairs & maintenance vehicles	0	1,250	1,250	100%	0	0	-	6,987	11,250	4,263	38%	689	(6,299)	-915%	10,737	15,000	28%
Total Repair and Maintenance	0	6,667	6,667	100%	444	444	100%	23,633	60,003	36,370	61%	39,461	15,828	40%	43,630	80,000	45%
Total Goods & Services	11,673	13,742	2,069	15%	10,835	(838)	-8%	99,986	204,899	104,913	51%	132,112	32,126	24%	141,208	246,121	43%
Total Expenses	23,013	13,742	(9,271)	-67%	47,785	24,772	52%	201,175	283,650	82,475	29%	227,857	26,682	12%	242,397	324,872	25%
Operating Results	(23,013)	(13,742)	(9,271)	67%	(47,785)	24,772	-52%	(161,486)	41,350	(202,836)	-491%	(250,340)	88,853	-35%	(202,708)	128	-158466%
Other Income & Expenses																	
Other Income																	
4805 Transfer - GF	0	0	0	-	0	0	-	0	0	0	-	22,482	(22,482)	-100%	0	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	586	(586)	-100%	0	0	-
Total Other Income	0	0	0	-	0	0	-	0	0	0	-	23,068	(23,068)	-100%	0	0	-
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	836	836	100%	0	0	-
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	0	0	0	-	836	836	100%	0	0	-
Total Other Expenses	0	0	0	-	0	0	-	0	0	0	-	836	836	100%	0	0	-
Net Other Income	0	0	0	-	0	0	-	0	0	0	-	22,232	(22,232)	-100%	0	0	-
Net Result	(23,013)	(13,742)	(9,271)	67%	(47,785)	24,772	-52%	(161,486)	41,350	(202,836)	-491%	(228,107)	66,621	-29%	(202,708)	128	-158466%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars



Fund: General Fund Department: Rail Ops Location: All Budget: Adopted

Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	39,375	38,289	1,086	3%	34,967	4,408	13%	210,925	200,314	10,611	5%	182,933	27,993	15%	258,711	248,100	4%
4235 Customer Discounts	0	0	0	-	0	0	-	(3,950)	0	(3,950)	-	0	(3,950)	-	(3,950)	0	-
4260 Rail Operations Revenue	29,902	25,402	4,500	18%	23,203	6,699	29%	201,296	201,335	(39)	0%	183,907	17,389	9%	278,736	278,775	0%
4265 Rail Surcharges	34,630	32,632	1,998	6%	27,648	6,982	25%	242,240	254,158	(11,918)	-5%	215,342	26,898	12%	337,616	349,535	-3%
4290 Other	0	333	(333)	-100%	0	0	-	0	3,000	(3,000)	-100%	0	0	-	1,000	4,000	-75%
Total Operating Income	103,907	96,656	7,251	8%	85,818	18,089	21%	650,511	658,807	(8,296)	-1%	582,182	68,329	12%	872,114	880,410	-1%
Expenses																	
Personnel Services																	
5005 Salaries	0	0	0	-	11,031	11,031	100%	0	0	0	-	71,419	71,419	100%	0	0	-
Total Compensation	0	0	0	-	11,031	11,031	100%	0	0	0	-	71,419	71,419	100%	0	0	-
5100 Federal Payroll taxes	0	0	0	-	801	801	100%	0	0	0	-	5,202	5,202	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	2	2	100%	0	0	0	-	16	16	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	272	272	100%	0	0	0	-	635	635	100%	0	0	-
5115 Workers compensation	0	0	0	-	321	321	100%	0	0	0	-	2,889	2,889	100%	0	0	-
Total Payroll Taxes	0	0	0	-	1,397	1,397	100%	0	0	0	-	8,742	8,742	100%	0	0	-
5200 Medical insurance	0	0	0	-	1,454	1,454	100%	0	0	0	-	13,087	13,087	100%	0	0	-
5205 Dental insurance	0	0	0	-	154	154	100%	0	0	0	-	1,390	1,390	100%	0	0	-
5215 Term life insurance	0	0	0	-	58	58	100%	0	0	0	-	518	518	100%	0	0	-
5225 PERS Employee Contributions	0	0	0	-	1,404	1,404	100%	0	0	0	-	13,328	13,328	100%	0	0	-
5230 PERS Employer Contributions	0	0	0	-	441	441	100%	0	0	0	-	4,189	4,189	100%	0	0	-
Total Insured Benefits	0	0	0	-	3,511	3,511	100%	0	0	0	-	32,513	32,513	100%	0	0	-
Total Personnel Services	0	0	0	-	15,939	15,939	100%	0	0	0	-	112,674	112,674	100%	0	0	-
Goods & Services																	
6020 Travel - airfare	0	0	0	-	0	0	-	0	0	0	-	830	830	100%	0	0	-
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	0	0	0	-	651	651	100%	0	0	-
6030 Travel - Per Diem & mileage reimbursement	0	42	42	100%	133	133	100%	0	375	375	100%	1,433	1,433	100%	125	500	75%
6035 Meals & Entertainment	0	42	42	100%	0	0	-	40	375	335	89%	95	55	58%	165	500	67%
Total Travel & Entertainment	0	83	83	100%	133	133	100%	40	750	710	95%	3,009	2,969	99%	290	1,000	71%
6060 IT supplies	0	0	0	-	0	0	-	40	0	(40)	-	0	(40)	-	40	0	-
Total Office Expense	0	0	0	-	0	0	-	40	0	(40)	-	0	(40)	-	40	0	-
6105 Telephone - mobile	0	60	60	100%	0	0	-	0	540	540	100%	0	0	-	180	720	75%
6145 Hazardous material disposal	0	0	0	-	0	0	-	0	0	0	-	4,313	4,313	100%	0	0	-
Total Utilities	0	60	60	100%	0	0	-	0	540	540	100%	4,313	4,313	100%	180	720	75%
6230 Rail operations service fee	0	542	542	100%	0	0	-	0	4,875	4,875	100%	0	0	-	1,625	6,500	75%
6260 Consulting services	0	4,583	4,583	100%	0	0	-	41,723	41,250	(473)	-1%	42,441	718	2%	55,473	55,000	-1%
6270 Contracted Services	250	0	(250)	-	0	(250)	-	268	0	(268)	-	10,228	9,961	97%	268	0	-
6290 Commercial insurance	3,042	3,365	323	10%	3,107	65	2%	26,280	30,285	4,005	13%	19,989	(6,291)	-31%	36,375	40,380	10%
Total Professional Services	3,292	8,490	5,198	61%	3,107	(185)	-6%	68,271	76,410	8,139	11%	72,658	4,388	6%	93,741	101,880	8%

Financial Report - Actual vs. Budget
For Period Ending Mar 2021

amounts in \$US dollars

Fund: General Fund Department: Rail Ops Location: All Budget: Adopted



Rail Ops	Current Period				Same Month Last Year			Year to Date						Year End			
	Mar 2021				Mar 2020			Jul 2020 - Mar 2021				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	0	0	0	-	16	16	100%	0	0	0	-	5,099	5,099	100%	0	0	-
6410 Signage	0	667	667	100%	0	0	-	0	6,000	6,000	100%	0	0	-	2,000	8,000	75%
6415 Clothing	0	15	15	100%	0	0	-	0	131	131	100%	0	0	-	44	175	75%
6450 Fuel - Gas	0	0	0	-	0	0	-	0	0	0	-	60	60	100%	0	0	-
Total Operational Expense	0	681	681	100%	16	16	100%	0	6,131	6,131	100%	5,160	5,160	100%	2,044	8,175	75%
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	0	0	0	-	456	456	100%	0	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	20,963	0	(20,963)	-	733	(20,231)	-2762%	20,963	0	-
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	11,651	0	(11,651)	-	232,328	220,677	95%	11,651	0	-
6515 Repairs & maintenance land improvements	0	4,167	4,167	100%	0	0	-	37,462	37,500	38	0%	117,577	80,114	68%	49,962	50,000	0%
6530 Repairs & maintenance Locos	0	0	0	-	19,020	19,020	100%	0	0	0	-	26,821	26,821	100%	0	0	-
Total Repair and Maintenance	0	4,167	4,167	100%	19,020	19,020	100%	70,076	37,500	(32,576)	-87%	377,915	307,838	81%	82,576	50,000	-65%
Total Goods & Services	3,292	13,481	10,190	76%	22,276	18,984	85%	138,427	121,331	(17,096)	-14%	463,055	324,628	70%	178,871	161,775	-11%
Total Expenses	3,292	13,481	10,190	76%	38,215	34,923	91%	138,427	121,331	(17,096)	-14%	575,729	437,302	76%	178,871	161,775	-11%
Operating Results	100,615	83,175	17,441	21%	47,603	53,012	111%	512,084	537,476	(25,391)	-5%	6,453	505,631	7835%	693,243	718,635	-4%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	317,100	783,965	(466,865)	-60%	634,200	(317,100)	-50%	317,100	783,965	-60%
4815 Transfer - RF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	645,000	645,000	0%
4905 Other	0	0	0	-	0	0	-	0	0	0	-	5,000	(5,000)	-100%	0	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	1,328	0	1,328	-	(9,329)	10,656	-114%	1,328	0	-
Total Other Income	0	0	0	-	0	0	-	318,428	783,965	(465,537)	-59%	629,871	(311,444)	-49%	963,428	1,428,965	-33%
Other Expenses																	
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	2,322	2,322	100%	0	0	-
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	0	0	0	-	2,322	2,322	100%	0	0	-
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	363,311	338,068	(25,243)	-7%	338,068	(25,243)	-7%	363,311	338,068	-7%
7010 Interest payment	0	0	0	-	0	0	-	318,591	306,543	(12,048)	-4%	306,543	(12,048)	-4%	318,591	306,543	-4%
7020 Principal repayment - Vehicles	1,044	5,245	4,201	80%	1,040	(4)	0%	9,383	47,205	37,822	80%	3,119	(6,264)	-201%	25,118	62,940	60%
7025 Interest payment - Vehicles	15	51	36	70%	19	4	20%	150	458	308	67%	59	(91)	-155%	303	611	50%
8012 CIP Construction Tunnels	(5,456)	0	5,456	-	0	5,456	-	(2,728)	0	2,728	-	0	2,728	-	(2,728)	0	-
8013 CIP Construction Bridges	0	18,750	18,750	100%	0	0	-	0	168,750	168,750	100%	129,849	129,849	100%	56,250	225,000	75%
8015 CIP Land Improvements	8,432	30,250	21,818	72%	0	(8,432)	-	8,432	272,250	263,818	97%	0	(8,432)	-	99,182	363,000	73%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	45,048	0	(45,048)	-	9,938	(35,110)	-353%	45,048	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	25,000	0	(25,000)	-	0	(25,000)	-	25,000	0	-
Total Debt Services	4,035	54,296	50,261	93%	1,059	(2,976)	-281%	767,187	1,133,274	366,087	32%	787,576	20,389	3%	930,075	1,296,162	28%
Total Other Expenses	4,035	54,296	50,261	93%	1,059	(2,976)	-281%	767,187	1,133,274	366,087	32%	789,898	22,711	3%	930,075	1,296,162	28%
Net Other Income	(4,035)	(54,296)	50,261	-93%	(1,059)	(2,976)	281%	(448,759)	(349,309)	(99,450)	28%	(160,027)	(288,733)	180%	33,353	132,803	-75%
Net Result	96,580	28,879	67,701	234%	46,544	50,036	108%	63,325	188,167	(124,842)	-66%	(153,574)	216,899	-141%	726,596	851,438	-15%



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Margaret Barber, Director of External Affairs

DATE: May 11, 2021

SUBJECT: Commercial/External Affairs/Marketing Management Report

Commercial:

Staff continue to work with a number of inquiries interested in siting facilities within the Coos Bay Harbor, coordinating with the Union Pacific as appropriate to facilitate relationships and generate pricing quotes.

Staff continue to work to develop a comprehensive marketing plan to facilitate strategic guidance in marketing efforts.

Staff conducted a site visit and meeting with existing rail customers to discuss opportunities for increased rail volume.

Staff plan to attend the Agricultural Transportation Coalition meeting this summer in an effort to increase connectivity in the agricultural community throughout the U.S.

Staff is assisting Port Development in a Lane County Land Use application process to facilitate purchase of property in preparation for the BUILD grant program for construction of the Vaughn Viaduct Replacement. Staff are working with the county and soliciting support from local business leaders to work to expedite the process.

Staff are working with the Finance Department to fine tune the processes for Railroad property agreements, which include Right of Entry, Utility Occupancy Agreements, Crossings, Land Leases, etc.

Port Property:

The offices adjacent to the Post Office are the only vacant rentable facilities in the Charleston Marina Complex currently. Staff are continuing to meet internally to discuss the highest and best use of the Fishermen's Wharf facility and appropriate lease pricing model. To date, staff have received four inquiries from the time of acquisition from parties interested in leasing the facility.

Monthly Commercial lease revenue for the month of April 2021 was up approximately 23% year over year from April 2020. This is largely due to additional properties being leased in the Marina Complex and standard CPI annual increases.

The new Verizon cell tower proposed for location on Port owned property in Eastside is still in progress. Verizon continues to work with the City of Coos Bay on permitting. Draft lease documents have been finalized and will be ready for execution once the permitting process is completed.

Staff have completed railroad property agreements including Right of Entry agreements and Utility Occupancy agreements with Wave Division.

Marketing, Media, and Outreach:

The Port issued the following press release:

- [Annual Charleston “Blessing of the Fleet” Cancelled](#)

The Port’s Facebook page gained 12 new followers over the last month with post reach of 3,732. The top post of the month was:

“Shrimp season is just around the corner! Support our commercial fleet this season by buying local and finding some delicious new recipes to try: <https://www.allrecipes.com/gallery/easy-shrimp-recipes/>” This post had a reach of approximately 2,200 people with 193 likes, comments, and shares.

The Charleston Marina’s Facebook page added 16 new followers last month. Post engagement was up 133% and post reach was up 153%. The top post of the month was:

“We currently have moorage slips available at the Charleston Marina Complex! With countless amenities available for both commercial and recreational fishermen, we want to make our one stop shop your home port! Call 541-888-2548 for more details, or visit our website at www.portofcoosbay.com to learn more.” This post had a reach 920 people with 50 reactions, comments, and shares.

The Port’s LinkedIn profile had 49 unique visitors, up 63% from last month. The page gained 17 new followers, and 5,500 post impressions, up 90% from the previous 30-days.

Staff are working with Grain Journal on an advertisement package. The Journal has a circulation of approximately 12,000 and includes grain elevators, soybean producers, corn and oilseed processors, corn and wheat mills, and feed mills and feed yards. The package will include a ½ page advertisement (attached), a brand story in an upcoming issue, and a half hour appearance on their podcast.

Staff participated virtually in the Northwest Marine Terminals Association Spring meeting and a meeting with SCDC.

Staff compiled the budget message for the FY 2021/22 budget.

Legislative/Advocacy Work:

The 2021 Legislative Session began on January 19, 2021. The Port’s primary goal in this session is to ensure that the next allocation of Lottery Bond funding is included in the final approved budget. This allocation was approved by statute in 2007, and the Port is seeking its second allocation of \$15 million to support final engineering and design work. Additionally, the Port is

seeking allocation of the third \$40 million allocation to support construction of the Channel Modification Project.

Staff testified at the Revenue Committee meeting on HB 2781, a bill which the Port worked with OPPA, SDAO, and the Port of Tillamook to draft.

Staff participated in a call with Oregon Coastal Ports held by Senator Merkley and attended his Coos County Town Hall. Staff also participated in meetings with Governor Brown's staff, as well as Senators Wyden and Merkley's regional coordinators, and Representative Sollman. These meetings were held to express the priorities of the Port this legislative session and request support.

Staff prepared written statements for the hearing on HB 2781, the Joint Ways and Means Committee, and the Subcommittee on Capital Construction. This session, requests for funding require completion of form proposals at both the State and Federal level. Staff completed requests for Representative DeFazio, Senator Wyden, Senator Merkley, Senator Anderson, and Representative Wright.

Staff continues to participate in OPPA's Legislative Committee and work closely with Markee & Associates and OPPA to monitor bills of interest as they move through the State legislature.

Staff met with Federal Relations and the USACE to gather definition of how Federal ARPA funds can be used when distributed through the State of Oregon.



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-37' MLLW draft harbor

**Short line rail access to the national
railway network**

Avoid congestion and delays



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Director of Maritime Operations and Asset Management

DATE: May 11, 2021

SUBJECT: Port Operations/Asset Management Report

Channel Modification Project:

The PDT continues to review and address comments on the Letter of Authorization (LOA) and the Risk Management Plan (RMP). As discussed previously, the RMP is the last big piece needed to close out the remaining 204/408 Report comments.

Rail Bridge Rehabilitation Project:

Work continues on engineering and design, permitting, and ROW acquisition. Staff is working with Engineers to finalize E&D for each phase of the project.

Coal Bank Slough Bridge: 100% engineering and design is near completion and expected to be ready and sealed in mid-May. Due to poor soil conditions and the slope angle and depth of siltstone, the design has changed from four pile bents to three pile bents. The four-pile design anticipated better soil conditions and used skin friction to meet required load calculations. The three-pile design will go down to existing siltstone and require embedment of each pile. The Port received the DEQ 401 certification for the project and expects the USACE Section 404 permit to be issued by the end of June 2021. The Invitation to Bid (ITB) for this work is expected to be solicited in late May or early June of 2021, with a start construction date of September 15, 2021.

Vaughn Viaduct: The Invitation to Bid (ITB) package for this phase was advertised on May 10, 2021. Bids are due by June 24, 2021. In April, the land partition applications were deemed complete by Lane County and are being reviewed for approvability. Approval of these partitions is on the critical path for this phase of the project and is required for the acquisition of the property needed to build the new bridge and realign the track.

Staff met with Lane Electric concerning the relocation of power poles across the project area and are devising a plan appropriately. The other line running through the project area does not belong to Century Link. Staff believes this line belongs to Spectrum and is making contact with the appropriate department for relocation. The anticipated start construction date for this project is September 15, 2021.

Wildcat Creek Bridges: This will be the last phase of this project. Staff anticipates the bid solicitation will be released in early 2022.

Steel Bridges: Engineers continue to fine tune the final scope of work for this phase. Staff expects this bid solicitation to release in early August 2021, with a start construction date of January 2022.

North Bend Swing Bridge Post Repairs (Spans 6 and 7):

The Contract and Notice to Proceed was executed and Koppers is completing initial field work to order materials and start construction. Repairs are expected to begin in July of 2021.

PIDP Grant (Tie and Resurfacing Project):

The Port received the draft PIDP agreement from MARAD in early May and expect the agreement to be fully executed by August 1, 2021. Once the agreement is executed, the Port will work with engineers to develop the final scope of work, plans and specifications, and contracting documents. The current schedule has construction starting in early 2022.

Safety and Security:

SDAO Intern Grant: Staff applied for the Internship Grant Program with SDAO for an intern to work on written safety programs. This grant application was approved by SDIS. Staff will be working to find an intern to fulfill the grant requirements.

Security Cameras (Charleston Marina): Staff is working with Oregon Satellite to finalize the scope and budget for this project. The scope of work will include the installation of four additional cameras at the Marina Complex. Funding for this work is coming from an SDAO grant of \$2,500.00 and matching funds from the Port's general fund of \$2,500.00. Total project costs are \$5,000.00.

Transpacific Parkway Drainage Project:

The selection of alternatives for this project were presented to the CCURA Board in April. The Board approved a motion to obtain estimates for 100% engineering and design and permitting for each component of the project. These estimates, and construction estimates, will be presented to the CCURA Budget Committee in May of 2021. If approved, the Port will request authorization from the CCURA Board to enter into an agreement with SHN Consultants to complete 100% engineering and design and permitting for the project.

Tyree Baseline Inspection:

This inspection was completed in April of 2021. Staff is preparing a cover letter which will be signed by the Port and Tyree, acknowledging the results of the inspection. The facility is in good condition overall. Tyree continues to evaluate and prepare for improvements to the dock structure. As part of the newly executed lease, Tyree will be funding all repairs and improvements to the dock system.

Coos County Natural Hazards Mitigation Plan (NHMP):

Port staff continues to work with the Oregon Department of Land Conservation and Coos County on the NHMP update. Staff is populating the Hazard Vulnerability Assessment (HVA) for the Port District. This assessment scores the history, probability, vulnerability, and maximum threat of hazards within Coos County.

The template for this assessment is on the following page.

Hazard Vulnerability Analysis Score Sheet: TEMPLATE

Hazard	History			Probability			Vulnerability			Maximum Threat			Total	H-M-L	Rank
	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal			
Coastal Erosion		2	0		7	0		5	0		10	0	0		
Drought		2	0		7	0		5	0		10	0	0		
Earthquake: Crustal		2	0		7	0		5	0		10	0	0		
Earthquake: Large CSZ		2	0		7	0		5	0		10	0	0		
Flood: Riverine		2	0		7	0		5	0		10	0	0		
Flood: Dam failure		2	0		7	0		5	0		10	0	0		
Flood: Tidal		2	0		7	0		5	0		10	0	0		
Landslide		2	0		7	0		5	0		10	0	0		
Tsunami: Distant		2	0		7	0		5	0		10	0	0		
Tsunami: Local CSZ		2	0		7	0		5	0		10	0	0		
Wildfire Smoke		2	0		7	0		5	0		10	0	0		
Wildfire: Urban Interface		2	0		7	0		5	0		10	0	0		
Wildfire: Conflagration		2	0		7	0		5	0		10	0	0		
Wind Storm		2	0		7	0		5	0		10	0	0		
Winter Storm		2	0		7	0		5	0		10	0	0		

Pam Reber:
HVA Instructions:
1. Please decide which hazards you would like to rank. This table shows hazards by scenario or specific hazard. Coos County chose to simplify, see their example on the next tab.
2. Please review the previous or proposed rankings or use the blank template to rank the hazards with the Word document instructions as a guide.
3. Each jurisdiction needs to complete this table and provide information for the plan update about the hazards. Please indicate if a hazard has no effect, highest effect, or specific locations or impacts for your jurisdiction.
4. This exercise can be completed independently or with the support of the DLCDC project manager in a meeting.

- SEVERITY RATINGS** (to be applied to the four categories) WE = weight factor
. SR = severity rating
LOW = 1 - 3 points
MEDIUM = 4 - 7 points
HIGH = 8 - 10 points
- The following categories are used in developing the scores for this analysis:**
- HISTORY** (record of previous occurrences):
LOW 0 - 1 event per 100 years
MEDIUM 2 - 3 events per 100 years
HIGH 4+ events per 100 years
- VULNERABILITY** (percentage of population and property likely to be affected)
LOW < 1% affected
MEDIUM 1 - 10% affected
HIGH > 10% affected
- MAX. THREAT** (percentage of population and property that could be impacted under a worst-case scenario)
LOW < 5% affected
MEDIUM 5 - 25% affected
HIGH > 25% affected
- PROBABILITY** (the likelihood of occurrence within a specified period of time)
LOW one incident likely within a 75 to 100 year period
MEDIUM one incident likely within a 35 to 75 year period
HIGH one incident likely within a 10 to 35 year period



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Brandon Collura, Harbormaster

DATE: May 11, 2021

SUBJECT: Charleston Operations Management Report

The Marina finished the month of April at 58% capacity. Of the 443 moorage slips, there were 170 annuals, 38 semi-annuals, 44 monthlies and 176 transients. Annuals, semi-annuals, and transients all increased, with monthlies staying identical. Overall capacity increased 1% from March.

The RV Park had 33% capacity in April, up 4% from March. Out of 104 RV Park spaces, we had 100 new check-ins with total sales of \$22,664.

Maintenance Projects:

Shipyard: A 50-yard section of shoreline riprap has recently been repaired to prevent further ongoing erosion. The section of focus is along the South side near a fuel storage tank shed. This work is typical every few years and more sections will continue to be a focus moving forward.

Ice Plant: North Star and Highland Refrigeration both recently had technicians at our ice plant to service the ice makers and refrigeration skids. As is typical, there are fine adjustments that must be made throughout the initial first six months of a new plant opening. All equipment is working at peak capacity.

RV Park: Restroom repairs have taken place recently including both parts and full toilet replacements. Most items needed repair due to typical commercial usage.

General: Dock repairs continue throughout both basins. D30 had a new pile hoop installed in April. Electrical components also continue to be replaced as needed.

The very low tides later in May will allow our team to conduct a thorough inspection of all piling throughout the marina complex. These inspections help us forecast specific piling that may need future replacement as well as those that have years left in service.

Barview Upland Disposal Site: The Barview upland disposal site recently underwent semi-annual maintenance. This maintenance requires approximately one week of landscaping duties by several crew members and helps maintain the site.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Rich Lopez, General Manager

DATE: May 11, 2021

SUBJECT: Railroad Department Management Report

Operations:

CBRL Carloads:

April = 621 Prior Month = 566 Prior Year March = 350
2020/21 Forecasted Monthly Average 417 Exceeded by 216 carloads.

April was the best month for CBRL since the Port took over operations. The previous record carload total of 611 was surpassed by 10. The increase was because of multiple customers increasing carloads both inbound and outbound. The increased center beam traffic from Southport and All-Weather Wood was a factor, as was increased loaded chip cars into RFP. These volumes are projected to continue through May. The movement of logs continues to be steady with an increase coming in May with export logs to Ocean Terminal. The train crews have stepped up and met the increased traffic head on and continue to provide safe and efficient service. They are communicating with the customers regarding needs and working with them to perform switches more efficiently.

Mechanical (Car and Locomotive):

The Mechanical department continues to work on car repairs and locomotive maintenance. The locomotive mechanic continues to stay on top of the repairs and identifies issues daily. The work on the 1909 has been slow but effective. The locomotive runs and loads but still has some small issues that need to be repaired prior to the locomotive being put into service. The mechanic starts the locomotive daily and works on these issues when not doing periodic inspections.

The Car Department has been working on available cars that come on line. With the lower volume of daily cars, the carmen work on these cars at available locations from Noti to Coos Bay. When not working on the cars, both crew members have been assisting with the clearing and cleanup of the main line. They have also put their welding skills to use by welding supports on several bridge walkways to reopen for use. These walkways not only provide our crews with safe structures to utilize but reduces time when needing to walk cars for handbrakes and inspections.

Maintenance of Way (MOW):

The MOW crew continues to perform their weekly inspections and identify, correct, and maintain any defects on the rail line. They have begun the cleanup work of down trees and clearing ditch lines. The crew has also repaired severe track conditions on the Veneta Spur. With the increase in carloads CBRL needed another means of staging cars for interchange. They replaced 50 ties, several joint bars, tie plates and spikes. The track has not been opened for unrestricted use since before the reopening of the rail line. The availability of this track gives the Noti crew 560 feet of useable storage for staging and switching.

The MOW crew have also begun the clearing and cleanup for the summer fire season. This includes removal of debris from bridge structures and clearing of brush and dead trees from the right of ways. Part of this cleanup was having the line sprayed for vegetation abatement which was completed last week. This abatement was the entire line from Eugene to Coquille.

ODOT/FRA:

CBRL had one on site visit from the FRA or ODOT for the month of April from Mr. Greg Stang, ODOT Mechanical Inspector. No violations were reported.

Coos Bay Rail Line:

As of May 1, 2021, the CBRL is 590 days' injury free. The CBRL had 0 incident in April. Currently, CBRL has 18 employees and 6 locomotives on property.

Rail Projects:

Rail and Port staff prepare for both Bridge and Track Infrastructure Projects with meetings and on-site visits for planning.

The Hemlock Ave intersection has begun at the Coos Bay Village site. The track and ties have been replaced and the track has been lifted 8 inches. This new track is from The Army Corp of Engineers to Front Street. This is the first complete rail and tie replace of magnitude since the purchasing of the rail line.

Action Items

**OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS
ACTION/DECISION REQUEST**

DATE: May 11, 2021

PROJECT TITLE: Chief Executive Officer Merit Bonus

ACTION REQUESTED: Approve a one-time \$15,000 merit bonus for Chief Executive Officer John Burns

BACKGROUND:

The Oregon International Port of Coos Bay Board of Commissioners met with Chief Executive Officer John Burns during Executive Session on Tuesday, April 20, 2021, to review and discuss Mr. Burns' performance.

Over the past two calendar years, the Port Commission has engaged with Mr. Burns in an ongoing informal basis. Although the feedback and communication has been timely and as needed, the quarterly performance discussions were not documented as intended in the amendment to Mr. Burns' Employment Agreement. This Performance Review was intended to formally document Mr. Burns' performance over the past two calendar years, recognize his achievements, and provide specific feedback and objectives.

Based on the Chief Executive Officer's admirable performance review, the Oregon International Port of Coos Bay Board of Commissioners recommends awarding a \$15,000 merit bonus for Chief Executive Officer John Burns.

RECOMMENDED MOTION:

Approve a one-time \$15,000 merit bonus for Chief Executive Officer John Burns based on his admirable achievements and outstanding leadership, as outlined in Mr. Burns' documented Performance Review.

Informational Items

2021/22 Port Budget Planning Calendar

Budget Planning	
February 16	Appoint Budget Officer Megan Richardson
February 22	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Heads
March 8	Operating Plans Due from Department Heads, Work Papers Distributed to Begin Budget Plan
March 8 -19	Department Meetings
March 22	Budget Plans Due from Department Heads
March 23 - 26	Draft Budget
March 29 - April 16	Review Draft Budget & Edit
April 12 - 16	Draft Budget Message
April 19 – 23	Review final draft of Proposed Budget
April 30	Complete Proposed Budget
Charleston Advisory Committee Meetings	
TBD – May 3	Proposed Rates Draft
Budget Committee Meetings	
TBD (week of May 10)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior)
TBD (week of May 10)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 24)	1 st Budget Committee Meeting
TBD (week of May 24)	Publish Notice (if needed) (at least 5 days prior)
TBD (week of June 1)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
June 7	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June 15	Port Commission / Budget Hearing
June TBD (Tentative 1wk following commission mtg)	Port Commission Budget Approval (if needed)
Post Adoption	
June 30	Submit to BOLI WH-119 Public Improvement Cost Analysis Summary
July 5	Submit LB-50 to Tax Assessor by July 15
September 20	Submit complete budget document to County Clerk by September 30

2021/22 CBRL Budget Planning Calendar

Budget Planning	
TBD	Appoint Budget Officer Megan Richardson
February 22	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Head
March 8	Operating Plan Due, Work Papers Distributed to Begin Budget Plan
March 8 -19	Department Meetings
March 22	Budget Plans Due
March 23 - 26	Finance Builds Draft Budget
March 29 - April 16	Review Draft Budget & Edit
April 19 - 23	Review Final Draft of Proposed Budget
April 19 - 23	Create and Finalize Budget Message
April 30	Complete Proposed Budget
Budget Committee Meetings	
TBD (week of May 10)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior)
TBD (week of May 10)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 24)	1 st Budget Committee Meeting
TBD (week of May 24)	Publish Notice / Legal Ad (if needed) (published at least 5 days prior)
TBD (week of June 1)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
June TBD	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June TBD	CBRL Board of Directors Meeting / Budget Hearing
June TBD (Tentative 1wk following Board mtg)	CBRL Board of Directors Budget Approval (if needed)
Post Adoption	
September 21	Submit complete budget document to County Clerk by September 30



Coos Bay Rail Line Serving Western Lane, Western Douglas and Coos Counties in Southwest Oregon

Owned by the Oregon International Port of Coos Bay

Operations by Coos Bay Rail Line, Inc. (CBRL) began on November 1, 2018.

Monthly Revenue Car Loads and Equivalent Highway Truck Loads / 2017 - 2021

One (1) revenue car load = 3.3 highway truck loads

	2017		2018		2019		2020		2021	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	528	1,742.4	580	1,914.0	611	2,016.3	409	1,349.7	346	1,141.8
Feb	520	1,716.0	618	2,039.4	465	1,534.5	400	1,320.0	382	1,260.6
Mar	535	1,765.5	627	2,069.1	547	1,805.1	432	1,425.6	566	1,867.8
Apr	582	1,920.6	574	1,894.2	521	1,719.3	350	1,155.0	621	2,049.3
May	727	2,399.1	623	2,055.9	438	1,445.4	394	1,300.2		0.0
Jun	721	2,379.3	594	1,960.2	318	1,049.4	534	1,762.2		0.0
Jul	593	1,956.9	602	1,986.6	346	1,141.8	485	1,600.5		0.0
Aug	601	1,983.3	602	1,986.6	329	1,085.7	467	1,541.1		0.0
Sep	615	2,029.5	472	1,557.6	299	986.7	378	1,247.4		0.0
Oct	616	2,032.8	469	1,547.7	425	1,402.5	431	1,422.3		0.0
Nov	565	1,864.5	268	884.4	348	1,148.4	349	1,151.7		0.0
Dec	569	1,877.7	399	1,316.7	303	999.9	499	1,646.7		0.0
Total	7,172	23,667.6	6,428	21,212.4	4,950	16,335.0	5,128	16,922.4	1,915	6,319.5

Coos Bay Rail Line-CBRL operates at the U.S. shortline railroad industry standard of 286,000 lbs/143 short tons (weight of car plus commodity weight) per loaded revenue car. The majority of cars currently moving on the rail line weigh 66,000 to 86,000 lbs/33 to 43 short tons, resulting in a carrying capacity of 200,000 to 220,000 lbs/100 to 110 short tons.

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2021 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	1,915	rail carloads =	191,500	short tons =	6,319.5	highway truck loads

*Start up in 2011, Data includes 4th Quarter / Oct – Dec.

The Coos Bay rail line was embargoed by the previous owner/operator in September 2007. The Port acquired the 111-miles of the line owned by RailAmerica, Inc. in spring 2009 through an order from the U.S. Surface Transportation Board at the completion of a Feeder Line Application process initiated in July 2008. The Port acquired the Union Pacific (UP) Railroad owned 23-mile section of the line through a negotiated agreement with UP in late December 2010.

Coos Bay Rail Line, Inc. (CBRL) is 590 days' injury free as of May 1, 2021!

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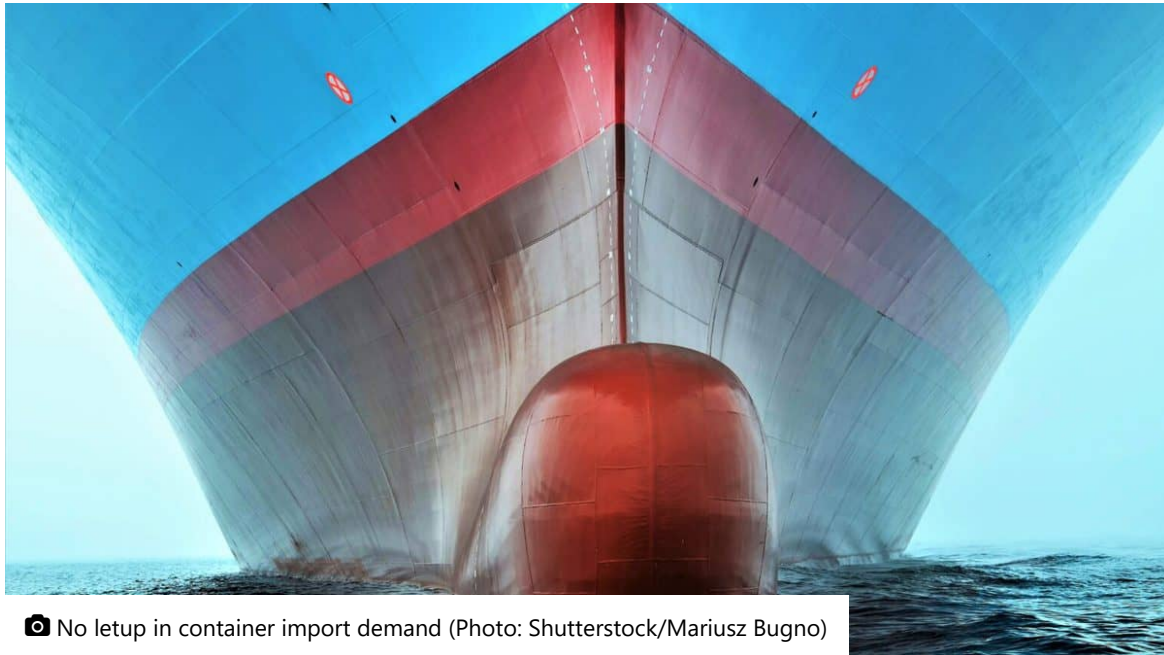
Brace for impact: Data shows US import demand still rising

Record port volumes over recent months could be just the beginning



Greg Miller, Senior Editor • Tuesday, May 4, 2021

0 10,784 4 minutes read



No letup in container import demand (Photo: Shutterstock/Mariusz Bugno)



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As Deutsche Bank analyst Amit Mehrotra [told American Shipper back in March](#), “You ain’t seen nothing yet.” He was right. The latest data reveals that despite a deluge of inbound cargo since the second half of last year, import demand is not abating — it’s

increasing.

Importers are still playing catch-up. The Institute for Supply Management (ISM) Customers Inventories Index, released Monday, dropped to 28.4 for April. That set a new record for the lowest number since the index was created in 1997 and is down 34% from April 2019, pre-COVID.

As one retail survey respondent told the ISM, “Market capacity in most areas is oversold, with no realistic improvement on the horizon. In fact, it appears that demand will continue to strengthen, leading to more significant disruptions.”

The Census Bureau’s retail inventory-to-sales ratio in February was down to 1.23, 18% below the March 2019 number and the second lowest ratio ever (after this January’s). The next Census Bureau release is in mid-May. Asked whether the latest ISM inventory index drop implies a further fall for the Census Bureau retail inventory-to-sales ratio, Mehrotra responded, “I think that’s a safe bet!”

Customs data tells import story

Customs data reveals the curve of the import boom to date.

FreightWaves’ SONAR platform collects data on the daily number of customs filings for maritime imports (seven-day trailing average), irrespective of the volume per shipment ([SONAR: CSTM.USA](#)).

The numbers show imports surging past 2020 levels in the first three months of this year; in the first quarter of last year, imports were depressed by COVID. [In late April and early May 2020, imports spiked as cargoes delayed by the initial Wuhan lockdown belatedly arrived.](#) Even so, this year’s imports stayed roughly on par with last year’s huge post-Wuhan-lockdown surge.



How much has COVID increased imports? Look at the gap between the blue line (2020-2021) and the purple line (2019-2020). (Chart: FreightWaves SONAR. *To learn more about FreightWaves SONAR, [click here.](#)*)

The next three months should see strong gains year on year, [given that 2020 imports in May, June and early July were depressed by U.S. lockdowns and as carriers “blanked” \(canceled\) trans-Pacific sailings.](#) The question ahead is whether 2021 imports will keep pace with gains seen last year in September-December. The [growing consensus is that they will.](#)

In fact, the customs shipments numbers may undercount import growth. A separate FreightWaves SONAR dataset shows that inbound bookings measured in twenty-foot-equivalent units (TEUs) broke from historical norms and began rising more steeply than the number of import shipments starting last May. This suggests that, on average, importers have been increasing the number of TEUs per customs filing.

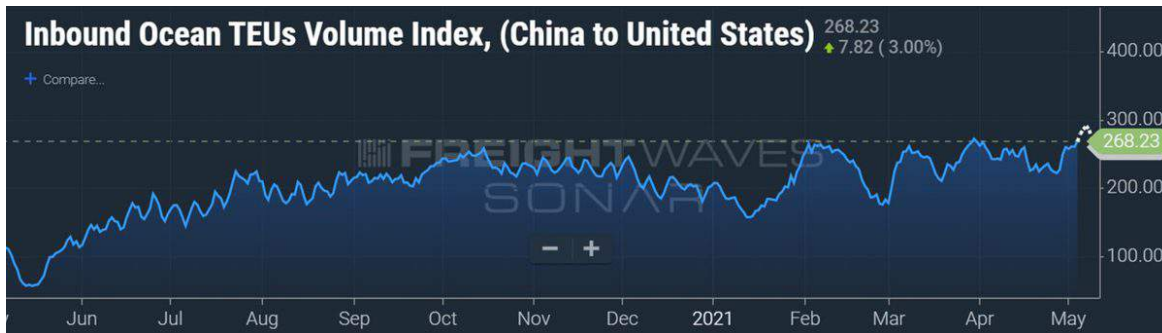
Bookings data shows what’s to come

FreightWaves’ SONAR platform features a proprietary index of shippers’ ocean bookings ([SONAR: IOTI.USA](#)). Bookings to the U.S. are measured in TEUs (10-day-moving-average) as of the scheduled date of overseas departure and indexed to January 2019.

While these are bookings, not loadings, the current index indicates the likely level of U.S. imports later this month and in June, as departing ships arrive at American shores. The forward data for bookings due to depart from all destinations to the U.S. shows a new all-time high will be set next week. The index has continued to climb since mid-May 2020.



The index of import bookings from China ([ITOTI.CHNUSA](#)) follows the same upward pattern, with a new all-time record to be set later this week.



Could port volumes increase further?

With ships and container equipment capacity effectively maxed out, the question for U.S. ports is whether already record-high import volumes have any room to increase. According to Nerijus Poskus, vice president of global ocean at freight forwarder Flexport, they do.

It is currently week 18 of the year. Poskus told American Shipper that in weeks 16-18, 20% of Asia-East Coast sailings, 23% of the Pacific Northwest sailings and 16% of California sailings were blanked for operational reasons — because liners didn't have the ships to service them due to congestion.

"The tiny bit of good news [for shippers] is that this capacity should slowly come back to the market in June, because the congestion situation is getting slightly better," he said.

As of Tuesday, 19 container ships were at anchor off Los Angeles/Long Beach, down from a daily average of around 30 earlier this year. The decrease is not due to lower import demand, but rather, to lines diverting sailings to Oakland and Tacoma, Washington, as well as the blank sailings. "As the port congestion situation improves [and blank sailings reduce], I do think this will allow actual loaded TEUs on the trans-Pacific to increase about 15-20% June and July," said Poskus.

That may be welcome news for shippers looking for slots, but not so welcome news for U.S. ports hoping for a breather so their terminals can be cleared before the traditional July-October peak season ensues.

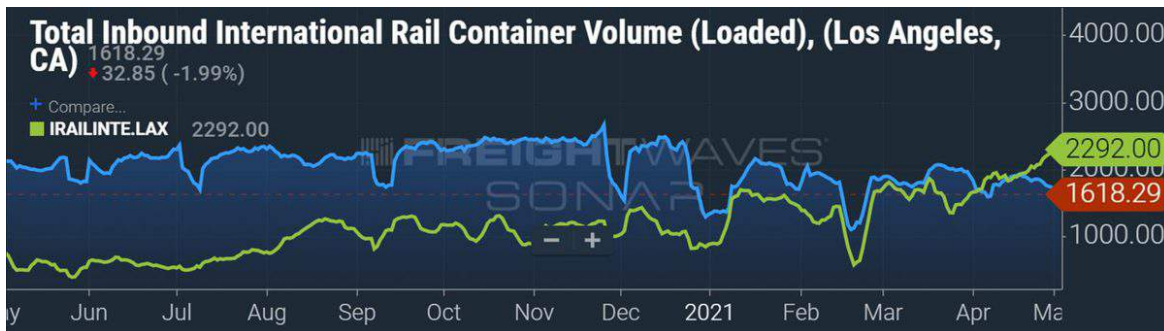
Rail data reveals scramble for empties

Meanwhile, liners' rush to get empty containers back to Asia to fill with import cargo — a strong indicator of forward import demand — is becoming increasingly apparent in

rail data.

Until this year, loaded inbound rail containers to Los Angeles/Long Beach, including 20-, 40- and 45-foot units ([SONAR: IRAILINTL.LAX](#)), have been around double the volume of empty rail containers arriving at the Southern California ports ([SONAR: IRAILINTE.LAX](#)), according to proprietary data.

But that dynamic has now reversed. As of Sunday, inbound empties were 42% higher than inbound loaded rail containers.



There's a similarly unusual pattern with outbound rail containers from Chicago. While the number of loaded boxes ([SONAR: ORAILINTL.CHI](#)) is still higher than empties ([SONAR: ORAILINTE.CHI](#)), the gap has dramatically narrowed and it appears empties could soon overtake loaded outbound volumes.



Looking at the year-on-year change, empties on rail out of Chicago are up 27%, with loaded outbound rail containers up only 3%.





Trans-Pacific spot rates may go higher

Given current market chaos, it's no surprise that [spot trans-Pacific freight rates remain at peak levels](#). "I think [freight] prices will actually keep rising," predicted Poskus.

The global composite of the Freightos Baltic Daily Index ([SONAR: FBXD.GLBL](#)) hit a new all-time high on Monday and is up 208% year on year. The Asia-West Coast index ([SONAR: FBXD.CNAW](#)) is up 210% and the Asia-East Coast index ([SONAR: FBXD.CNAE](#)) 144%.



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Transportation capacity 'historically low'; prices 'show no sign of slowing'

Logistics Managers' Index steps higher again in April



Todd Maiden • Tuesday, May 4, 2021

1 🔥 4,630 📖 3 minutes read



📷 Further tightening in the supply chain (Photo: Jim Allen/FreightWaves)

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"Growth is increasing at an increasing rate" across most components of the supply chain, according to a Tuesday report.

The Logistics Managers' Index stepped 2.3 percentage points higher from March to 74.5% in April. This was the second-highest reading the dataset has logged in its nearly five-year existence.

The LMI is a diffusion index wherein a reading above 50% indicates expansion and a reading below 50% indicates contraction. The survey is designed to capture the rate of change in areas like transportation, inventory and warehousing.

“The re-heating of the economy has been interesting as pent-up demand has led to a ramp-up in both the consumption and production of consumer and industrial goods,” the report read. “The tightness that has been observed in the logistics industry over the last nine months continued unabated in April 2021.”

The transportation capacity subcomponent of the index increased 2.8 percentage points to 33.2%, still “historically low” and firmly in contraction territory. The report described the capacity environment as “one of the tightest transportation markets we have ever measured.”

This has been most evident in the truckload market, where carriers are still rejecting one in every four loads under contract.

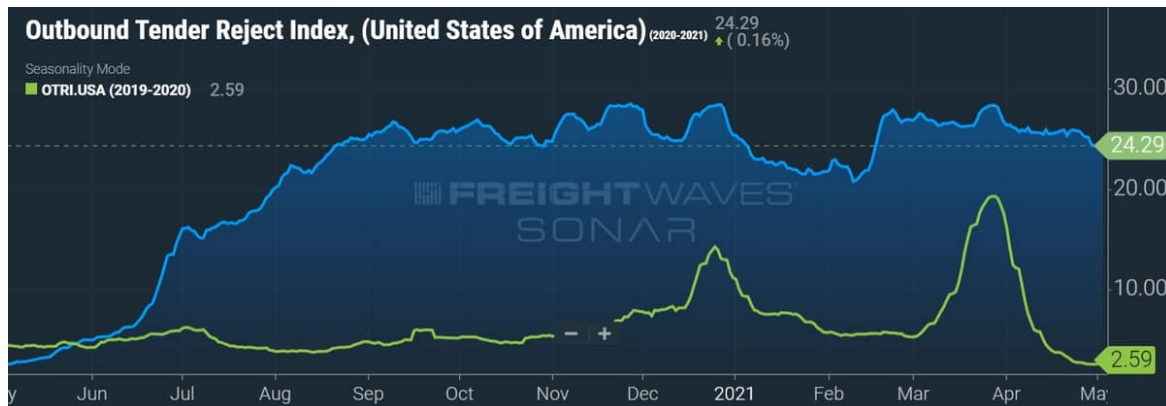


Chart: (SONAR: OTRI.USA) To learn more about FreightWaves SONAR, [click here](#).

A strong consumer, the need for inventory restocking and a severely diminished driver pool remain [the catalysts for the tight capacity dynamic](#). Asked their expectations on the capacity situation one year from now, the respondents' collective opinion deteriorated 5.6 percentage points from March to 44%.

Transportation utilization, up 5.9 points from March to 71.9%, remained close to

historical highs with transportation prices climbing 2 points to 92.6%, the highest level in the past 2.5 years.

The one-year prediction on transportation prices from respondents increased 4.1 points from March to 86.2%. "Respondents have been faced with steep rates of price growth since last summer, and at this point they do not seem hopeful that there will be much relief over the next year," the report found.

Inventory levels did improve in April, up 5.2 points at 66.7%. The value was nearly 6 points higher than the historical average and the outlook from respondents calls for continued growth.

However, commentary from the report cooled those expectations: "There may not be much relief on the horizon for inventories, despite the rate of manufacturing growth, overall volume is still down from 2019, suggesting that industrial production is still in the process of fully recovering."

Inventory costs climbed 4.6 points to 84.6% and warehousing prices increased 2 points to 83.5%, both all-time highs.

Retailers appear happy to take on incremental merchandise regardless of the increased costs to store it. The rapid rate at which they are stocking up is directly tied to record holiday spending, which [continued to outpace inventory additions through January](#).

The retailers' inventories-to-sales ratio moved slightly higher in February to 1.23x from the all-time low set in January, but remained well below pre-pandemic levels of roughly 1.45x, according to the latest Federal Reserve data.

The sum of the LMI's three cost components — warehousing prices, inventory costs and transportation prices — was at a record high in April, a dynamic that will likely hold as long as the consumer remains strong enough to absorb at least a good portion of the cost increases.

"The combination of increasing demand, and increasingly restricted supply will likely continue to be an issue going forward, as respondents are not optimistic about rapid increases in available capacity," the report stated.

The LMI is a collaboration among Arizona State University, Colorado State University, Rochester Institute of Technology, Rutgers University and the University of Nevada, Reno, conducted in conjunction with the Council of Supply Chain Management Professionals.

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#inventory levels

#Logistics Managers' Index

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Ag industry's letter to Buttigieg urges immediate action on export problem

'Situation is becoming increasingly dire,' says AgTC executive director



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Lori Ann LaRocco • Wednesday, April 28, 2021



📷 (Photo by Jim Allen/FreightWaves)

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The U.S. agriculture industry is pressuring the Department of Transportation for immediate intervention in foreign-owned carriers' denial of U.S. ag exports in favor of sending back empty containers to be filled with Chinese exports.

In a letter sent to Secretary Pete Buttigieg on Monday that was shared with American Shipper, almost 300 agriculture and forest product companies demanded the secretary intervene to protect U.S. exporters.

"We are hopeful the secretary will act upon this urgent request soon, as the situation is becoming increasingly dire," said Peter Friedmann, executive director of the Agriculture Transportation Coalition (AgTC). "We have specific measures we can propose and look forward to the opportunity to present them."

This letter is the latest in a series the agriculture industry has sent in an urgent plea to stop the denial of trade and increased demurrage costs. President Biden and the Federal Maritime Commission have received similar letters.

Part of the letter to Buttigieg reads: "Whereas shipping containers filled with imported goods are normally unloaded, sent to rural areas, filled with agricultural commodities and then shipped abroad, the lucrative freight rates paid by the import cargo, combined with congestion and delay at ports on our West and East coasts are leading VOCCs to immediately return empty containers to their overseas ports of origin. The situation is exacerbated by carriers' failure to provide accurate notice to our exporters of arrival/departure and cargo loading times and then imposing draconian financial penalties on the exporters for 'missing' those loading windows – a practice that the FMC has found to be unreasonable."

The letter continues, "Foreign markets are critical to American farmers and ranchers, with more than 20% of agricultural production going abroad. It is cost prohibitive for producers to rework the supply chain and find alternative means of fulfilling their overseas contracts."

Buttigieg is aware of the importance of the issue, having [touched on it last month](#) during testimony before Congress.

In his first interview as chairman of the FMC, Daniel Maffei spoke extensively with American Shipper about the unprecedented import boom and the inability of U.S. exporters to have "full access to ships."

"We have seen hundreds and thousands of export containers that have been rejected for the last several months. This is not ideal. ... We want to promote exports," explained

Maffei. "So the question is if there is wrongdoing, we want to get to the bottom of it. As a commission, we want to enforce our rules. If there is improper willingness to negotiate or if there is unreasonable conduct by the carriers, we want to get to the bottom of it. That's what our investigative process is."

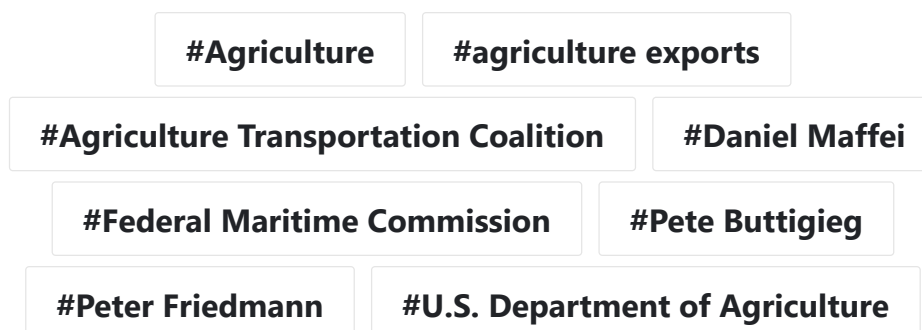
The FMC currently is investigating whether the carriers' actions are in violation of the 1984 Shipping Act, which requires the nondiscriminatory regulatory process by carriers for the movement of goods by water. More than 20% of U.S. agriculture produced is exported.

The mini U.S. economic boom pushed the goods trade deficit to break another new record in March. Imports rose more than exports after both slumped in February, leading the goods trade deficit to rise to a new high of \$90.6 billion in March.

According to analysis quoted in the letter, the carriers' denial of trade has resulted in approximately \$1.5 billion in lost agriculture exports. This is in sharp contrast to China, where the full-year trade surplus reached \$535 billion, the highest since 2015.

The letter explains: "These losses come on the heels of trade conflict and pandemic that have wiped away markets globally. The mounting frustration of U.S. agriculture explains why a vast array of food and agriculture associations supported the Federal Maritime Commission's investigation Fact Finding No. 29, International Ocean Transportation Supply Chain Engagement, to address VOCCs' predatory or unreasonable behavior and its rule setting forth guidelines for detention and demurrage."

Friedmann said, "We do not need more investigations. We need action — now. Every extra empty container onboard a vessel instead of a fully loaded container filled with U.S. exports impact the nation's GDP. Agriculture is a key industry for our economy."



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Matson CEO: Trans-Pacific trade to stay stronger for longer

'In my nearly 40 years in the business, I have not seen an environment like this'



Greg Miller, Senior Editor • Tuesday, April 27, 2021

0 5,666 3 minutes read



Matson ship arriving in California (Photo: Shutterstock/Sheila Fitzgerald)

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In 2020, shipping executives predicted the container-shipping capacity squeeze would last until Chinese New Year in February 2021. When that didn't happen, they said mid-2021. The bar is now moving further out — to the fourth quarter or beyond.

After market close on Tuesday, Matson (NYSE: [MATX](#)) CEO Matt Cox said on a conference call with analysts, "We expect demand in the trans-Pacific trade lane to remain favorable, with elevated consumption trends to continue beyond the second quarter. We expect significant demand for our expedited CLX and CLX+ services to remain throughout the peak season into late October."

Matson also expects "significant congestion, particularly in and around the ports of California, will most likely persist through the second quarter into the peak season."

Cox entertained the possibility of the import boom going longer still, adding: "We are well prepared to meet customer needs if the congested environment we're currently in continues beyond the peak season."

Stronger for longer

The "stronger for longer" container-shipping thesis got an even bigger boost the day before, when industry giant Maersk pre-announced Q1 2021 earnings estimates, sharply upgraded its full-year EBITDA guidance by 36% and doubled its full-year free cash flow guidance to \$7 billion.

"The exceptional market situation is now expected to continue well into the fourth quarter," said Maersk, which raised expectations for 2021 global demand growth to 5%-7% from 3%-5% previously, primarily due to "export volumes out of China to the U.S."

Yet another market participant seeing much longer trans-Pacific strength: Nerijus Poskus, vice president of global ocean at freight forwarder Flexport. [In an interview with American Shipper on Monday](#), Poskus reported sold-out ships in May and said he expected high freight prices and difficult conditions until the end of this year.

Jefferies analyst Randy Giveans is also in "stronger for longer" camp. In a research note on Wednesday, Giveans predicted that containerized goods demand "would easily outpace fleet growth in the coming quarters and likely years." He hiked his 52-week price target for ZIM (NYSE: [ZIM](#)) to \$43 per share (well above the \$30-per-share target in his coverage initiation two months ago), given his growing confidence "in strong rates continuing throughout 2021 and into 2022."

'Stockouts on essential goods'

On the Matson call, Cox affirmed that his company has largely avoided fallout from “the chaos,” but he pointed to significant consequences for other trans-Pacific carriers, as well as for shipper customers.

“In my nearly 40 years in the business, I have not seen an environment like this, with international trade lanes operating at capacity and widespread supply-chain congestion leading to pressure at U.S. ports, terminals, rail yards and warehouses,” he said.

“Widespread supply chain congestion ... has created a very challenging business environment.

“In many cases, we’ve seen other ocean carriers in the trans-Pacific trade not having the containers to fill their ships. We are also seeing other international ocean carriers continuing to ‘blank,’ or cancel sailings because they literally can’t get their vessels back on time for that next loading.”

He disclosed, “With retail inventories at relatively low levels to sales, our large retail customers are experiencing stockouts on essential goods. This is creating a just-in-time management environment to meet everyday consumer demand.”

Profits and freight rates jump

Matson reported net income for Q1 2021 of \$87.2 million, 23 times net income of \$3.8 million in Q1 2020.

MATSON (NYSE: MATX)	Q1 2021	Q1 2020	Gross change	% change
Ocean transport revenue	\$560,500,000	\$400,900,000	\$159,600,000	40
Net income	\$87,200,000	\$3,800,000	\$83,400,000	2,195
China-US volume (in FEUs)	41,100	12,900	28,200	219
All volume (in FEUs)	103,100	75,600	27,500	36

Volume in its China-U.S. service surged 218.6% year-on-year due to more capacity in its CLX service, the launch of the CLX+ service in Q2 2020 and easy comps versus the same period last year, when volumes were hit by the Wuhan outbreak.

Cox also reported that Matson’s eastbound container volume in April is up 151% year-on-year.

Matson’s annual contracts with beneficial cargo owners generally run from May 1.

“Those are largely done and Matson realized a significant increase [in rates] for this

portion of its business,” as well as “relatively large increases” for quarterly and monthly contracts with non-vessel-operating common carriers, said Cox. “We expect to see a pretty healthy increase year over year going into the second quarter and beyond.”

Stifel analyst Ben Nolan was less understated: “The company is making money hand over fist.”

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Asia-West Coast spot rates are currently more than triple rates at this time last year (Chart: FreightWaves SONAR. [To learn more about FreightWaves SONAR, click here.](#))

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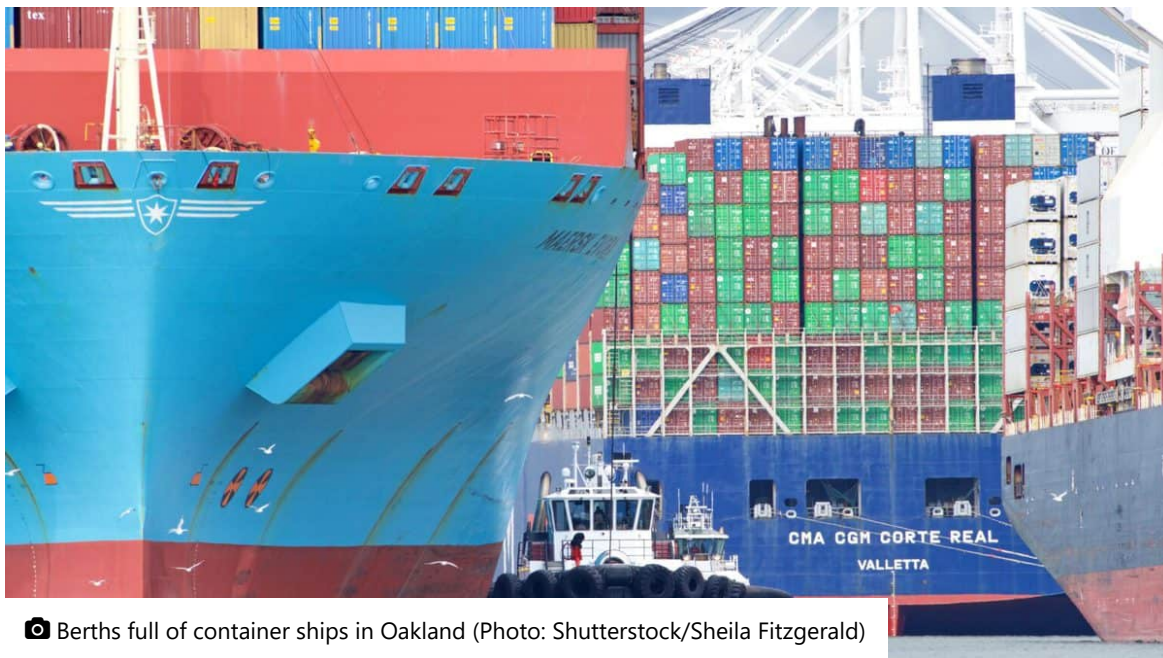
Flexport: Trans-Pacific deteriorating, brace for shipping 'tsunami'

US importers face even more extreme delays ahead as container capacity maxes out



Greg Miller, Senior Editor • Monday, April 26, 2021

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📷 Berths full of container ships in Oakland (Photo: Shutterstock/Sheila Fitzgerald)

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The number of container ships stuck at anchor off Los Angeles and Long Beach is down to around 20 per day, from 30 a few months ago. Does this mean the capacity crunch in the trans-Pacific market is finally easing? Absolutely not, warned Nerijus Poskus, vice

president of global ocean at freight forwarder Flexport. "It's not getting better. It's getting worse," he told American Shipper in an interview on Monday.

"What I'm seeing is unprecedented. We are seeing a tsunami of freight," he reported.

"For the month of May, everything on the trans-Pacific is basically sold out. We had one client who needed something loaded in May that was extremely urgent and who was ready to pay \$15,000 per container. I couldn't get it loaded — and we are a growing company that ships a lot of TEUs [twenty-foot equivalent units]. Price doesn't always even matter anymore."

Restocking driving volumes higher

Poskus said that trans-Pacific [import volumes are still rising](#). He noted that January trans-Pacific imports were up 10% versus 2019 (comparisons to 2020 numbers are skewed by COVID) and 13.5% in February, then jumped 51% in March. "So, we're now at 1.5 times pre-pandemic levels."

With imports far outpacing retail sales growth, he attributed volumes to inventory restocking. "The restocking is actually affecting the trade even more than growth in demand. That tells me that this will last even longer. Let's say U.S. consumer demand slows down in Q3 and Q4. That's not expected, but even if it does, [capacity availability and rates] shouldn't improve quickly, simply because of the huge restocking demand."

Poskus also believes there is a growing export backlog piling up each day in Asia, awaiting available ship slots. If that backlog grows too big, he said, "I honestly don't know what's going to happen."

As a result of the backlog and restocking demand, he thinks "prices will remain high and shipping [will probably remain difficult for the rest of this year](#). And then after that, you have the peak for Chinese New Year in 2022."

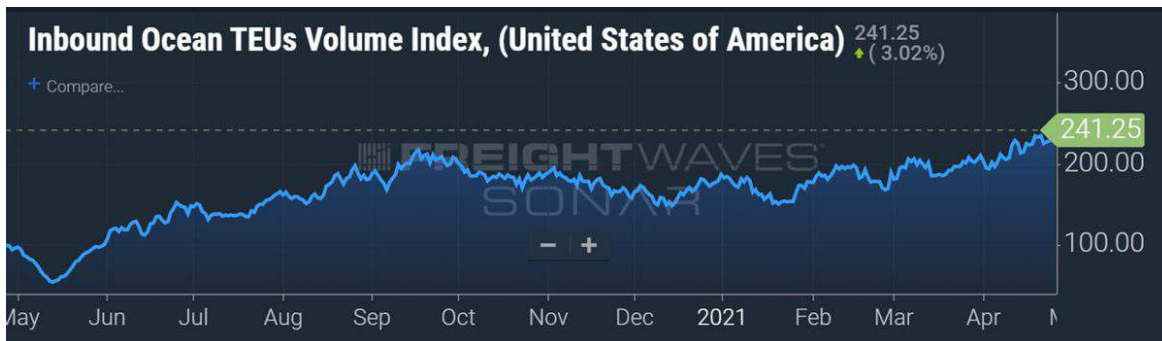
About to get even worse

He said that the situation today is the worst he's witnessed — and he believes it's about to get even more severe.

"Buckle up. The month of May will be the worst people have ever seen," he predicted.

Because some shippers will have to wait in line behind the growing backlog in Asia, he expects “what’s going to happen soon is that some importers won’t even be able to get on the boat. For them, it will almost feel like trade is coming to a halt.”

Poskus’ comments mirror cargo bookings data. FreightWaves’ SONAR platform features a proprietary index of shippers’ ocean bookings ([SONAR: IOTI.USA](#)). Bookings to the U.S. are measured in TEUs on a 10-day-moving-average basis as of the scheduled date of overseas departure. As of Monday, the index was at a new all-time high and forward bookings data showed a continued rise ahead.



(Chart: FreightWaves SONAR. *To learn more about FreightWaves SONAR, [click here.](#)*)

Spot premiums back with vengeance

As of Friday, the Freightos Baltic Daily Index assessed the Asia-West Coast spot rate ([SONAR: FBXD.CNAW](#)) at \$4,797 per forty-foot equivalent unit (FEU) and the Asia-East Coast rate ([SONAR: FBXD.CNAE](#)) at \$6,306 per FEU — both near all-time highs.



(Chart: FreightWaves SONAR. *To learn more about FreightWaves SONAR, [click here.](#)*)

But that’s only part of the rate story. “Indexes are not bills. Premiums are not reflected in the indexes,” said Poskus. Earlier this year, some of the premium charges came down as container availability in Asia improved. That’s reversed, said Poskus, who noted that the Ever Given incident in the Suez Canal pulled container equipment from the market.

“Container shortages in Asia are again very bad because of the Ever Given, and it will take another four to six weeks to come back to normal.”

The added premiums to get spot cargo loaded “are back and they’re higher than before,” he said. “They are \$2,000-\$3,000 above FAK [spot price] and that’s the best case.”

Spot cargo that was booked 21 days prior and was forecast within the shipper’s allocation is still getting FAK pricing on spot, he noted. However, “everything last minute is basically a free-for-all auction. You are basically offering as much money as you can and hoping somebody will take it. Many importers are now struggling. We’re seeing so many new customers approaching us asking for help because they can’t get loaded.”

Contract rates up sharply

A recent presentation by Xeneta, a company that collects contract data, [showed Asia-West Coast contracts being negotiated this year at around 30%-50% higher levels than last year.](#)

Poskus’ numbers are around double Xeneta’s. “We are seeing fixed-price increases of slightly over 100% on Asia-West Coast and about 75% on Asia-East Coast,” he said. “Also, almost every single contract rate is subject to peak season surcharges [PSSs], so the prices aren’t exactly fixed. I think the PSSs will reduce the gap between the spot and fixed market.”

Asked about shippers who have yet to conclude their annual contracts, he said, “If you want a fixed price in today’s market, the answer you’ll get from the carriers is that it’s too late. We advised many importers to sign early because the trans-Pacific contract season would close [early] because there’s more demand than supply. And that’s exactly what happened.”

There are exceptions, such as larger shippers with June-to-June contracts who began discussions with carriers earlier this year. “But if you are just a simple importer and you are yet to sign your fixed contract, you will be in the spot market,” said the Flexport vice president.

Advice to importers

Poskus offered several pieces of advice to importers scrambling to get container loads to the U.S.

He noted that carriers need reefers in the U.S. market for refrigerated exports to Asia. On the way back from Asia, these reefers are powered down and can be used as non-operating reefers (NORs) to transport dry cargo. "Believe it or not, carriers are still moving some NORs empty because importers don't like them. This is a missed opportunity to move cargo in NORs. My advice is: Take that option. If you're searching for the best solution in this market, you're going to see even more delays."

He also suggested moving cargo via less-than-container-load (LCL) shipments. "LCL is still moving. Of course, you cannot move thousands of containers LCL, but if you have something urgent, you can still get space for LCL on May sailings. Instead of waiting, break your some of your shipments down into LCL shipments and at least get some inventory," he said.

Yet another option: Be creative with routings. For example, direct China-West Coast sailings may be sold out, but cargo can be routed from China through the Panama Canal to Cartagena, Colombia, then back through the canal to the West Coast. "It has a longer transit time but it can be loaded in the same week and it's an option versus waiting a month and a half to get loaded [for the direct route]," he said.

"Just get your cargo to the continent of North America and from there you can get it to where it needs to go, whether it's with NORs or LCL or transshipping [through hubs like Cartagena] or shipping it to Canada and then putting it on rail to Chicago and trucking it to New York. It will be expensive, but at least it will get there.

"You have to be flexible. Look for any routing and be creative. It's a moving target. And don't wait. If something opens up, act fast."

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US ports, shippers face major fallout from Suez Canal chaos

Nearly a third of Asian export boxes shipped to the East Coast transit the Suez Canal



Greg Miller, Senior Editor • Monday, March 29, 2021

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Container ships are moving through the Suez Canal again (Photo: Shutterstock?donvictorio)

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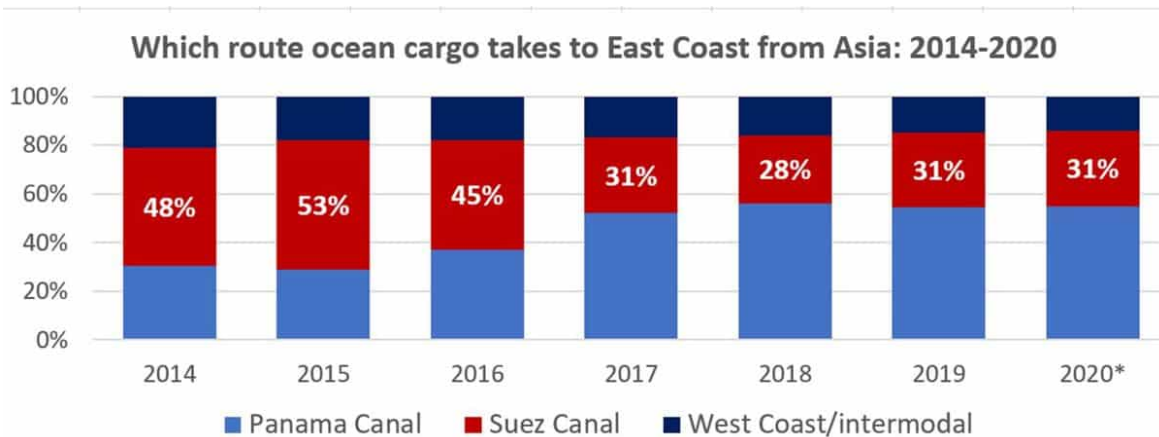
The mega-container ship Ever Given is finally free. The Suez Canal is unblocked. Problem solved? Not even close. The problems for container lines and shippers have just begun. In the U.S. market, East Coast cargo flows will bear the brunt of the fallout,

although consequences will be felt nationwide.

Most of the boxes transiting the Suez Canal move from Asia to Europe. But the waterway also handles very significant volumes from Southeast Asia and India to the East Coast.

Asian containers head to the East Coast along one of three competing ocean routes: via the Panama Canal, the Suez Canal or to the West Coast (with cross-country transport by truck or rail). The Panama Canal Authority (ACP) tracks the market share of each route.

The ACP data reveals [why the Ever Given accident is so important to U.S. import markets](#). It shows that almost one in three containers from Asia transits the Suez Canal en route to the East Coast.



(Chart: American Shipper based on data provided by ACP. (*) 2020 estimated)

East Coast in crosshairs

In the near term, the Ever Given accident will cause a drop in East Coast imports due to delays from ships tied up in anchorage in the Red Sea or detouring around the Cape of Good Hope. This initial lull will be followed by a surge at the ports as delayed ships arrive.

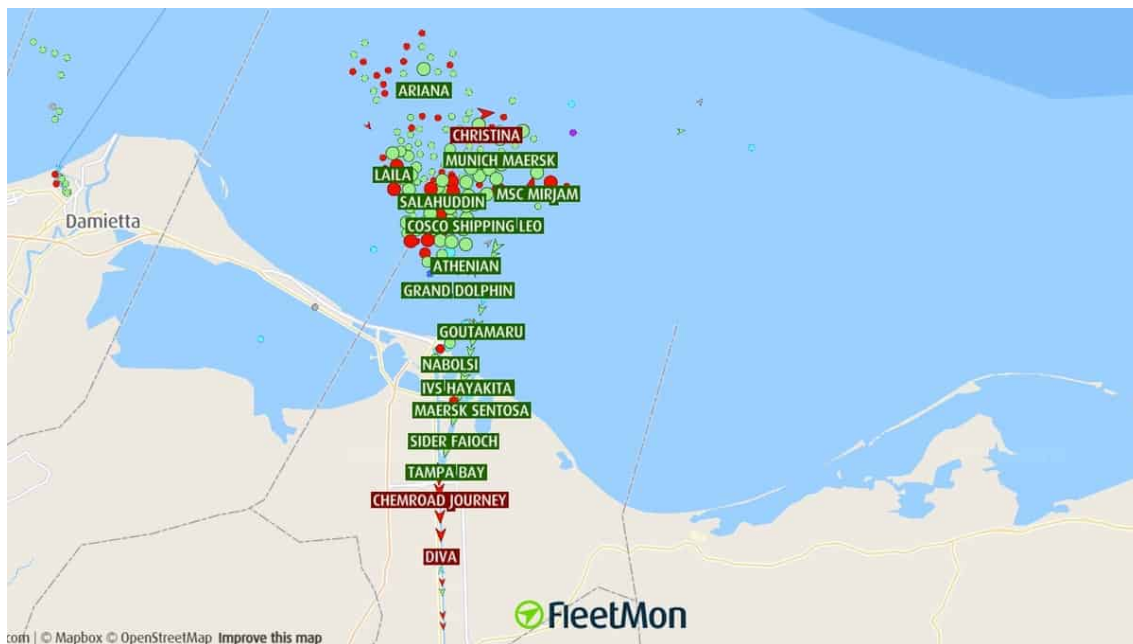
Simon Sundboell, founder of Copenhagen-based maritime intelligence company eeSea.com, foresees major disruptions ahead. "The carriers have just lost two weeks of capacity," he said in an interview with American Shipper immediately following the Ever Given refloating. To get back on track, he predicted that liners will have to skip ports and cancel sailings.

If there's a silver lining, he said, it's that looming Suez fallout will not have a direct effect in already beleaguered Los Angeles/Long Beach, where San Pedro Bay is still full of container ships stuck at anchorage.

According to Sundboell, "It's not like the East Coast ports have had an easy time but they haven't been hit [by COVID-induced volume surges] as badly as Los Angeles/Long Beach. And what is happening with the Suez — the impact will be on Asia-Europe and Asia-East Coast. At least it doesn't impact the West Coast as much."

Ships delayed for major services

To gauge East Coast exposure, American Shipper cross-referenced Asia-Suez-East Coast services against announcements on ships at anchor (prior to Monday's reopening) or rerouted around the Cape of Good Hope. The list implies extensive schedule disruptions:



Ships transiting northern portion of the canal late Monday (Map: FleetMon)

Services: EC4, EC5 (THE Alliance) — Rotation: Taiwan, China, Singapore, Vietnam, NY/NJ, Norfolk, Charleston, Savannah. Average vessel capacity: 13,929 twenty-foot equivalent units (TEUs). YM Mandate at anchor in Red Sea. MOL Maestro at anchor off Port Said, Egypt. ONE Munchen, YM Wellhead, ONE Marvel rerouted around cape.

TP17 (2M) — China, Hong Kong, Vietnam, Singapore, NY/NJ, Charleston, Savannah, Miami, Freeport (Texas). Average vessel capacity: 9,093 TEUs. Adrian Maersk at anchor

off Port Said. Axel Maersk at anchorage in Red Sea. Maersk Algol and Arnold Maersk rerouted around cape.

TP11 (2M) — Vietnam, Singapore, NY/NJ, Norfolk, Savannah, Freeport (Bahamas). *GSL Grania* at anchor off Port Said. Maersk Skarstind, Maersk Santana, Maersk Kowloon rerouted around cape.

India America Express/IEX (CMA CGM, Hapag-Lloyd, ONE, OOCL) — India, Egypt, NY/NJ, Norfolk, Charleston, Savannah. Average vessel capacity: 9,513 TEUs. *Athenian* at anchor off Port Said.

Columbus Jax (Ocean Alliance) — multiple loops, including China, Vietnam, India, Halifax (Nova Scotia), NY/NJ, Norfolk, Charleston, Savannah. Average vessel capacity: 12,456 TEUs. CMA CGM *Lyra* at anchor off Port Said. CMA CGM *Leo* rerouted eastbound around cape.



Ships transiting southern portion of the canal late Monday (Map: [FleetMon](#))

Indus Express (MSC) — India, Saudi Arabia, Israel, Italy, Spain, NY/NJ, Norfolk, Charleston, Freeport (Bahamas), Houston. Average vessel size: 8,546 TEUs. *MSC Giulia* at anchor off Port Said. *Northern Javelin* rerouted eastbound around cape.

MECL (Maersk, Sealand) — India, Dubai, Oman, Djibouti, Egypt, Spain, NY/NJ, Norfolk, Charleston, Savannah, Houston. Average vessel size: 6,363 TEUs. *Maersk Denver* at

anchorage in Red Sea. Maersk Seletar at anchor off Port Said.

Managing port congestion

A key risk to ports in the weeks and months ahead is “vessel bunching,” when ships go off schedule and arrive too close together, filling up anchorages. This will occur at box ports in the wake of the Suez crisis as the canal queue unwinds — first at European ports, then at East Coast ports.

According to Sundboell, “We’re definitely going to see bunching. But there will be time [the lull before ships start arriving] to clear backlogs. And then, I think we will see a lot of [port] omissions.”

Carriers will unload cargoes for multiple European ports at one port in order to get ships back to Asia quicker, then use feeders or other means to get the boxes to the right port. (This strategy is much easier in Europe than on the East Coast, where there are no intra-U.S. ocean feeder services.)

How carriers manage Asia-Europe port fallout is very important to U.S. shippers [because the world’s box equipment is limited](#). “Not only do you have full cargoes arriving in Europe, there are empty containers that won’t arrive in Asia,” Sundboell said.

For U.S. importers, trans-Pacific container availability has recently improved compared to extreme shortages earlier this year. But new network disruptions could erase that progress. Future trans-Pacific equipment availability will hinge, in part, on how carriers handle the backlog of Europe-bound cargo.

More blank sailings ahead

When an event severely disrupts a liner service, the carrier can get back on schedule by “blanking” (canceling) entire sailings, omitting port calls or deploying “extra loaders” (ships not in the regular service).

The charter market for container ships is largely sold out, meaning that extra loaders can’t cure canal disruptions. “There is no way to find two weeks’ worth of lost capacity now,” noted Sundboell.

What carriers need to do, he believes, is remove sailings. “There will be announced

blank sailings or they will remove capacity but will not communicate that as blank sailings, which I would call 'lost' sailings," he explained.

When congestion peaked in Los Angeles/Long Beach, carriers announced a large number of blank sailings in February — despite high demand — to give ships stuck at anchor off California time to catch up. "In terms of what has happened to capacity, this [the canal disruption] is exactly the same thing as the Los Angeles/Long Beach situation," said Sundboell.

He wonders whether carriers will use the latest disruption to "reset" their services. "This might be what causes them to reset a lot of their services that are perpetually late. As we say in Denmark, 'The drop that makes the glass go over.' The question is whether carriers will get to a point where they can reliably say, 'The vessel we're telling you is going to leave in the beginning of July is actually going to leave in the beginning of July.' As it is now, it's like a bus network that's constantly two weeks behind. It makes no sense.

"Schedule reliability could go one of two ways. The carriers could use this as an excuse and say, 'This is why we are so behind schedule,' or they could use it to reset schedules, blank sailings and get back on track."

Freight rates higher for longer?

Ships far behind schedule, port congestion, container equipment pulled out of position ... it all sounds like a recipe for high spot rates.

As of Friday, Asia-West Coast rates (SONAR: FBXD.CNAW) and Asia-East Coast (SONAR: FBXD.CNAE) were at \$5,151 per forty-foot equivalent unit (FEU) and \$5,778 per FEU, respectively, according to the Freightos Baltic Daily Index. The former was an all-time high; the latter close to one.



(Chart: FreightWaves SONAR. *To learn more about FreightWaves SONAR, [click here.](#)*)

Analysts expect rates to fall in the second half. But as a result of the Suez accident, some now believe rates could stay high. “We think the anticipated normalization of the container market and freight rates will now take longer to materialize,” said Jefferies analyst David Kerstens.

Sundboell made the same point. “This could prolong the high freight rates. The impression was that Q3 and Q4 might see a weakening. But maybe that’s not going to be the case,” he said.

The Suez accident might also “be used by carriers as an excuse to extend surcharges for another few months or increase them. And when I say ‘excuse,’ is it an excuse? It’s for real,” he said.

But he noted that carriers are wary of increased attention from government regulators. “Carriers are mindful right now that freight rates have been incredibly good to them. They’ve now filed incredibly good annual results. They are mindful that they can’t press this too much.” [Click for more FreightWaves/American Shipper articles by Greg Miller](#)

MORE ON SUEZ CANAL CLOSURE AND CONTAINER ISSUES: *Suez Canal crisis: Here are the cargoes in the crossfire: [see story here.](#) What the Suez Canal accident means to the tanker business: [see story here.](#) Could America’s historic import crunch get even worse? [See story here.](#)*

