



# TERMINAL 6: Autos, container, intermodal yard and project cargo

## TERMINAL 6

420 acres total in size

- Industry terms:**
- Shipper:** The shipper is the person or business who has a product to ship.
- Carrier:** The company operating the cargo ships that transport the goods by ocean.
- Operator:** The organization that manages day-to-day terminal activities such as storage, loading and unloading of cargo from trains, trucks, barges or ships.



**Auto Imports and Exports**

Cars are received and delivered by ship, rail and truck. Some 167,000 vehicles moved through T-6 in 2016. Currently, 130 acres of the terminal are dedicated to Ford exports and Hyundai imports on the west side; 62 acres support Honda imports on the east side.



**Multi-Use Facility**

The terminal's location on the deep channel and its rail connections allow large, oversized project cargo to be handled at T-6. This type of cargo is referred to as breakbulk. Some examples could include steel slabs or coil for manufacturing, and lumber.



**Terminal Berths**

Berths are parking spots designed for ships to tie up to load or unload cargo. T-6 has five berths.



**Container Capabilities**

Everything from agricultural products to household goods can be shipped by container. Cargo from the Pacific Northwest is often bound for Asia, while incoming goods are moved by truck and rail to customers in our region.

T-6 has seven container cranes used to load and unload ships and barges. A planner choreographs the work to ensure the ship stays balanced and exports are loaded in a proper sequence. Once containers are unloaded from a ship, they are placed in the terminal's container yard and are loaded onto trucks or trains for transit to their final destination.



**Intermodal Yard**

An intermodal terminal is where freight can be transferred from one type of transportation to another, for example, from rail to truck. This way, goods can stay in the container and be easily moved from one mode to another.



# TERMINAL 6 FREQUENTLY ASKED QUESTIONS

## What’s the Port’s marine mission?

Our mission is to enhance the region’s economy by providing customers access to national and global markets. The Port owns four marine terminals and moves cargo that includes autos, grain, potash, soda ash, bulk and oversized project cargo.

## Why is container service for Portland more challenging than other West Coast ports?

The carrier industry is undergoing rapid change and Portland is a niche market. Because of mergers within the industry, container ships in the global fleet are becoming larger in size. Due to constraints of the Columbia River, Portland can only accommodate medium-sized ships.

## What is the Port doing to bring back container service?

We are focused on how the terminal can support container access for shippers, while providing a long-term, financially sustainable business model that will ensure a successful future. This plan includes aggressive marketing efforts to global carriers, an industry leader group and an outside expert to add additional research on a variety of solutions. We are also looking at short term ways to drive revenue at the terminal to help support the long-term model.

## What other businesses exist at T-6?

T-6 is very large – 420 acres—and has always been a multi-use facility that can handle oversized project cargo and containers with an intermodal yard. The terminal is home to the Port’s successful auto business, which includes Ford exports and Hyundai and Honda imports. Large project cargo (such as steel slabs used in manufacturing) have also previously moved through the terminal.

## What does it cost to maintain T-6?

Maintaining equipment, security, general maintenance and utilities at the terminal costs an estimated \$3.5 million a year, regardless of activity levels.

Prior to the Port’s lease with ICTSI, in the nearly 40 years of operating the terminal, the Port generated net revenue on only two occasions. The marine terminals operate independently from the aviation side of the Port. As a result, no airport revenue or FAA grant money can be used to support marine operations. The Port’s non-aviation facilities are primarily supported through business transactions. Of the Port’s total budget, only four percent comes from property tax revenue.

## What role does ILWU play at the terminal?


The Pacific Maritime Association, representing a group of waterfront employers, and the International Longshore and Warehouse Union (ILWU) have a contractual agreement that covers work related to the loading and unloading of cargo on ocean going vessels. This is consistent at ports up and down the West Coast.


In 2014, with fully operational container service, Portland shipped 160,000 TEUs (unit measuring a 20 foot container). Compare that to:


- 2016: Port of Los Angeles: 8.9 million TEUs
- 2016: Long Beach: 6.8 million TEUs
- 2016: Seattle/Tacoma: 3.6 million TEUs
- 2016: Vancouver, B.C.: 2.9 million TEUs
- 2016: Oakland: 2.4 million TEUs
- 2016: Prince Rupert: 700,000 TEUs


### Types of Containerized Cargo


#### Exports

 Hay/Animal Feed


 Agriculture


 Wood Products


 Paper Products


 Recycling


#### Imports

 Furniture

 Wood Products

 Footwear Apparel

 Tires

 Toys

