

## Shaver Transportation

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### Company Description

Shaver Transportation provides ship assist and harbor services in the Port of Portland, Vancouver, Kalama, Longview and Astoria. It also serves the 27 upper Columbia and Snake River grain barge elevators and six deep draft export elevators on the Willamette and lower Columbia Rivers with its fleet of 20 self-unloading dry bulk barges. Shaver handles 50 percent of the ship docking work on the Columbia and 40 percent of the grain barging work on the upper river system. Operations are managed in Portland by the 5th and 6th



generation of the Shaver family. There are 100 locally based employees.

### Transportation and Location Requirements

#### Ship Assist/Harbor Services

Shaver Transportation is located in the Portland Harbor due to the significant amounts of ship berthing activity, wheat barging, and other marine activities in Portland/Vancouver harbors. Portland is an industrial hub and thus serves repair and maintenance needs of Shaver's fleet. Shaver's central Portland Harbor location is required for efficient operation and response for tug assist.

#### Community Benefit

Shaver's annual payroll exceeds \$9 million. Two-thirds of Shaver's workforce resides in Oregon; the remaining third reside in SW Washington. Shaver's many vendors include fuel suppliers, shipyards, machine shops, rope and cable distributors and steel yards, just to name a few.

#### Sustainable Practices/Recent Investments

Handling more than 50 percent of the ship assist market and a significant portion of grain barging, Shaver plays a key role in Portland's \$12 billion international trade business. Shaver is one of the many companies located in the Portland Harbor that has voluntarily reduced their diesel emissions. Shaver has long provided alternative electrical power to its tugs when they are docked at the head office on the Willamette River. Shaver has invested in a special barge to provide power at Terminal 6, where company tugs spend much of their time. Shaver is investing millions of dollars to replace the aging engines in its tug fleet with new, cleaner models. The new engines are more fuel-efficient and produce significantly less emissions.