

Submitter: Kyle Stevens

On Behalf Of:

Committee: Senate Committee On Labor and Business

Measure, Appointment or Topic: SB921

Chair Taylor, Vice-Chair Bonham and members of the committee

My Name is Kyle Stevens. I am a Coos Bay Resident and commission member for the International Port of Coos Bay. I have spent the previous 8 years in workforce development so I will be focusing on employment today.

I am here today to testify in support of SB921 Dash 1

Reviving the Marine Ways at the Charleston Shipyard will once again allow the Charleston Shipyard to haul out and repair large vessels. This infrastructure investment directly supports skilled maritime jobs and stimulates broad economic activity in our coastal community.

Direct Job Creation: Reactivating the Marine Ways will immediately create dozens of direct jobs at the Charleston Shipyard. These include highly skilled trades such as welders, fabricators, machinists, marine electricians, painters, and riggers.

Comparable shipyards on the Oregon Coast have seen 40% increase in employment tied directly to enhanced haul-out capacity. These are family-wage jobs reflecting the high skill level of ship repair trades. In Charleston, each large vessel serviced will require a team of these tradespeople, sustaining year-round employment.

The 2013 Charleston Master Plan identified fixing the Marine Ways as the top priority to support the local fleet with many boats too big to be haul-out locally . Without this upgrade, those vessels must travel elsewhere for repairs, meaning lost job opportunities here at home.

With a functioning shipyard, there will be significant indirect and induced job creation in the community. Each new project entails purchasing materials, parts, and services from a network of local vendors. A study of the Port of Toledo Shipyard found that each direct shipyard job supports an additional 1.4 jobs in Oregon through supplier purchases and employee spending. In other words, the total employment impact is more than double the on-site jobs. We can expect a similar multiplier in Charleston. Local marine supply stores, engine and hydraulics shops, steel fabricators, paint suppliers, and electricians will all see more business. Charleston's marine repair activity would likewise boost "ripple-effect" employment for marine surveyors, equipment rental, fuel providers, etc.

There's also a service sector boost whenever large vessels come in for repair. Each visiting fishing vessel brings captains and crew who spend money on lodging, food, and local transportation during their stay. In coastal shipyard towns, hotels, restaurants, grocery stores, and even rental car agencies see increased sales when out-of-town crews and specialists arrive for a multi-week repair project. This visitor spending provides an important offseason lift for our tourism and hospitality businesses. Additionally, an operational haul-out attracts new projects to Charleston (for example, retrofits of Alaska-bound fishing boats or research vessels), generating

ancillary jobs in project management, inspection, and logistics. All told, restoring the Marine Ways is a catalyst for a broader employment surge across many sectors – one shipyard job can support ~2.4 total jobs in the region once multiplier effects are counted.

This project also addresses the historic decline of shipbuilding and repair in Oregon, especially on the South Coast. Decades ago, shipyards were a common sight in Coos Bay and other Oregon ports. In the 1980s, a global downturn in shipbuilding and increased foreign competition led to widespread yard closures and layoffs. Coastal communities like ours felt this. For many years, owners of large fishing and other vessels have had little choice but travel to other ports in Oregon, California, Washington or beyond for major haul-outs – taking their expenditures and jobs with them. By restoring Charleston's haul-out facility to full working order, we can recapture some of that lost economic activity. It will revive a piece of Oregon's maritime heritage – bringing back good-paying that have disappeared.