

Port of Newport Harbor News

Economics of Oregon seafood Report says 2025 contributions were "modestly high"

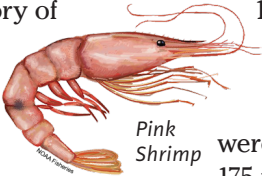
The impact of commercial fishing on Oregon's economy was the focus of a new report commissioned by what some may think is an unexpected partner: the Oregon Coast Visitors Association (OCVA).



Pacific Whiting

In recent years, the OCVA has advocated for Oregon's seafood industry and the consumption of local seafood on the coast, in part because of its impact on tourism, as well as its economic importance to the region.

The report, Oregon Commercial Fishing Industry Trends 2020-2025, was released in June by The Research Group, LLC, out of Corvallis. The company has a long history of analyzing the economics of commercial fishing. The report doesn't include the economic impact from Oregon vessels fishing in Alaska, which would likely add another 25% to the overall commercial fishing contributions.



Pink Shrimp

The report starts with an overview that states "the Oregon onshore commercial fishing industry's \$369 million (income) economic contributions (includes multiplier effects) were modestly high in 2025." It explains that the harvesting sector (commercial fishermen) generated two-thirds and



Albacore Tuna

the processing sector one-third of that economic contribution.

"The harvesting and processing businesses generated income represents about 5,400 jobs and business total economic activity of \$863 million in 2025," the researchers noted in the 65-page report.

"It shows the industry's significance in Oregon's blue economy and the importance for supporting associated businesses and workforce," said Marcus Hinz, OCVA Executive Director.

More than just economic figures, the report also provides insight into the landings for particular fisheries. In 2025, 19 million pounds of Dungeness crab was harvested in Oregon by more than 300 vessels.

Onshore landings of Pacific whiting were up in 2025, reported at more than 175 million pounds. In 2025, all of those landings came into either Newport or Astoria.

Pink shrimp had record high landing volumes that same year, with a harvest of 57.3 million pounds. Rockfish and other groundfish (not including black cod or whiting) came in at 53.2 million pounds.

Black cod "had phenomenal landings in 2025" with a total of 5.7 million pounds, three times the previous five-year average.

Crews brought in 8.6 million pounds

of Albacore tuna in 2025 and Oregon salmon had a small increase with 2.4 million pounds.

The report also provides some port-specific data. Newport accounted for 31.7% of the volume and landings reported in 2025, second to Astoria at 40.8%. (This decrease in Newport landings appears to be the result of consolidation of processor operations partially driven by new regulations for effluent treatment.)



Rockfish

While commercial fishing's economic contributions were high, the report's author also provided some perspective on the outlook for the industry. It noted that harvesters face increased costs in nearly every aspect of operations, while fish prices are undependable. "Slim margins make the business high risk let alone the work being physically demanding and dangerous," the report said.

The written report concluded with the following:

"Studies show Oregonians not only care about natural resource conservation, but have empathy and appreciate the lifestyle of the participants. Those involved in the industry know its vagaries: part-time employment, volatile prices, and seemingly unending surprises in management and regulations. Families and businesses must be dynamic and flexible to survive and prosper. Their resilience and innovation are celebrated by those that enjoy Oregon seafood."



Dungeness Crab

To read the full report, visit the OCVA website at <https://industry.visittheoregoncoast.com/industry-planning-documents/>

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Our thanks to NOAA and ODFW
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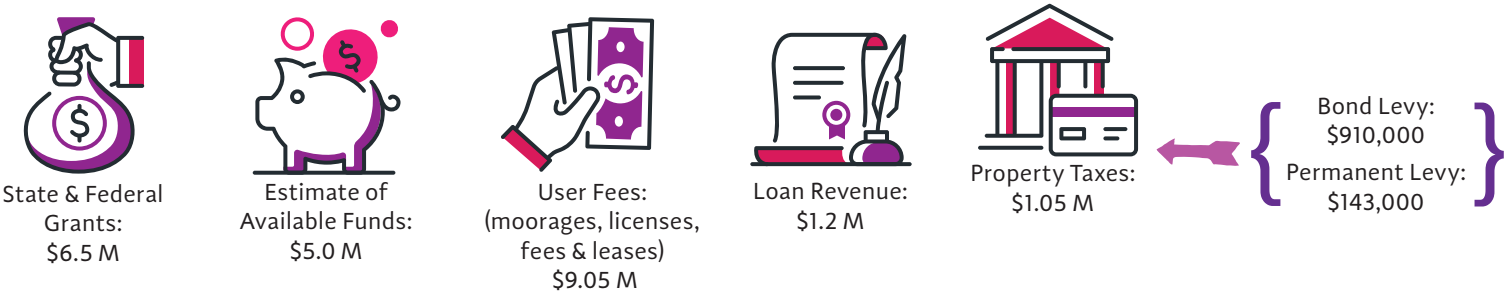
A look at the Port of Newport 2026/2027 Budget

Coming off a very productive 2025-2026 fiscal year, Port staff, commissioners, and budget committee representatives shifted focus to a new budget year, which began July 1. Development of the 2026–2027 budget was particularly challenging. Nearly every departmental budget has experienced reductions. These constraints were largely driven by the loss of approximately \$450,000 in annual

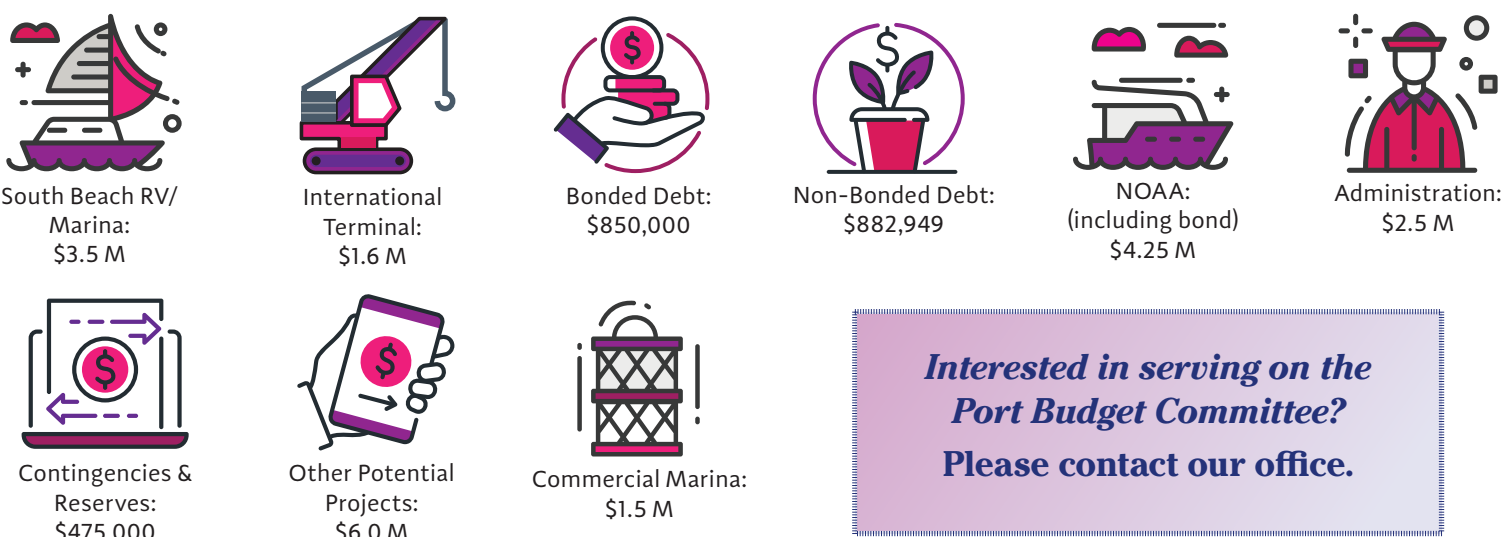
lease revenue following the bankruptcy of the Oregon Brewing Company (Rogue Brewery). As a result, the Port has been required to limit the number of projects planned for Fiscal Year 2026–2027 and to focus on those projects that can be completed with grant assistance or are deemed critical to Port operations. We continue to pursue grant funding for several projects, including a \$36 million request to the federal

government for the much-needed reconstruction of Port Dock 7. If successful, the Port would provide an additional \$10 million for the project and would seek out state grants or other funding sources to meet that match requirement. What follows is a look at where our fiscal resources come from and how they are distributed across our operations.

THE MONEY COMES FROM ...



THE MONEY GOES TO ...



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The rising cost of vandalism

One of the more surprising costs of doing business these days is also a source of ongoing frustration: vandalism. Port officials say the incidence of vandalism is on the rise and this year has been particularly problematic. Operating nearly 40 public restrooms scattered around its properties, the Port has spent considerable dollars after vandals destroyed facilities by smashing toilets, pulling sinks off the walls, even ripping doors off their hinges. “People don’t think about the cost of operating a public restroom and when you have to replace everything that goes on the walls, including toilets and sinks, on an annual basis – the cost skyrockets,” said Port Deputy Director Aaron Bretz. Half of all paper towel dispensers are replaced on an annual basis and 10 percent of the major fixtures, like toilets and

sinks, must be replaced each year due to vandalism. All total, these repairs cost more than \$75,000 annually. The Port utilizes a security company, has increasingly installed security cameras, and files police reports whenever incidents occur. The next step is likely one that will be unpopular with some people. “We have to limit access,” Bretz said. “The public does not act the way it used to and as you continue to see people perform the most malicious vandalism, the more tightly we are going to need to control access. Mostly we need to catch people and there needs to be tangible consequences.” If you have information about vandalism that has occurred on Port property, please contact Bretz at (541) 406-0217 or contact Newport City Police.

Crabbers face costly new rules

Mandated line change begins in December

Beginning Dec. 1, Oregon's Dungeness crab fishing fleet will begin using yellow and black line as part of their gear in accordance with new ODFW regulations. Some have taken to referring to it as a bumble bee, and like its namesake, the required change comes with a bit of a sting for both fishermen and the Port.

The line changes will be phased in over the coming years. This year's implementation begins with trailer lines – the surface ropes that connect buoys. A pot may have a main buoy, plus two trailer buoys each requiring roughly 3 fathoms (or 18 feet) of line.

Bob Eder, owner of the F/V Timmy Boy, estimates that the mandated change to new trailer lines will require his vessel to obtain 20,000 feet of new line at an estimated cost of \$2,200, which doesn't include the cost of labor and other materials needed to change out the lines for his 500 pots.

The new regulation does allow fishermen to temporarily "mark" their fishing line with the required colors in lieu of replacement. It is difficult to estimate the amount of crew time required for such a change.

Over the past two years, crabbers have seen several new regulations adopted with an eye toward reducing the risk of whale entanglements,

including limiting pot numbers and permissible fishing areas, as well as new approaches to addressing derelict gear.

In the case of line markings, however, the goal doesn't appear to be reducing entanglement. The agency has referenced improving "fishery accountability" and Eder agrees.

"This change will not save one whale. It does nothing to protect whales from entanglement – nothing at all," Eder said, noting that it will simply provide forensic evidence after the fact.

"Entanglements are quite rare. I



have seen one and, in the 52 years I have been an owner-operator, I have personally witnessed about a million crab pots pulled. Nobody wants to see a whale entangled, but from my point of view, the response we are seeing is outsized to the situation," he added.

"Oftentimes when people advocate for regulatory changes, they seldom think about the actual cost of the change..."
–Aaron Bretz

In two more years, even more line change will be required, as regulations add the upper 15 fathoms (90 feet) of vertical line to the yellow/black color scheme. In the case of Eder's vessel, that would cost roughly \$10,000 for the new line, let alone the labor cost of rigging it.

For the Port of Newport, the line changes raise a different concern. Deputy Director Aaron Bretz said the Port has already seen a spike in the amount of line going into dumpsters and headed for the landfill. Presumably the amount discarded between now and December will continue to rise.

"One of the things people take for granted is the amount of waste we handle and the huge cost we incur for handling that waste," Bretz said. "The line that's coming out is decent and we would prefer it didn't go to a landfill, but we need entrepreneurs to come up with some kind of solution."

With hundreds of fishing vessels participating in the crab fishery, the amount of fishing line headed for dumpsters because of the mandatory change is concerning for the Port.

"Oftentimes when people advocate for regulatory changes, they seldom

think about the actual cost of the change, and there is a major cost and it's not just monetary," Bretz said, noting the concerns about synthetic fishing lines in landfills and the production of more plastics to create the new lines.

Eder also wondered about the environmental trade off. "I know there are well-meaning people supporting this, but I would think they would be more concerned about plastic waste and the unnecessary use of petrochemicals," he said.

A member of the Oregon Dungeness Crab Commission, Eder believes a more constructive approach to reducing whale entanglement lies in a different initiative currently in the planning stages. Improving the collection of derelict fishing gear would be, in his words, "a positive approach and the kind of thing I'm willing to get behind."

Maintaining NOAA's home in Newport



As the proud home of the National Oceanic and Atmospheric Administration (NOAA) Marine Operations Center – Pacific, the Port of Newport has formally submitted its intent to keep NOAA here after the current 20-year lease expires in 2031.

Executive Director Paula

Miranda said the Port responded to a request for information (RFI) published by U.S. Department of Commerce in May. The RFI is part of a standard process for evaluating all possible facilities, which is typical for public entities.

“We have spoken with individuals at NOAA who are involved with leasing and submitted our response to the RFI with the intention of keeping them in our community after the

expiration of the current lease,” she said.

It is unknown whether other communities or facilities have responded to the RFI, but Miranda feels good about Newport’s chances. The RFI outlined key preferences, noting a preference for properties with “established marine infrastructure, such as piers, docks, and bulkheads, as well as those with robust utility services (power, water, sewer, data connectivity) and favorable land use and zoning conditions.”

“We have been good partners with NOAA for since 2011 and, hopefully, that reflects well on our future together,” she said.

Meanwhile, contractors are working on repairs at the NOAA dock after a boat engulfed in flames drifted into the structure in June of 2025. Engineers reviewed the site and recommended replacement of some concrete beams and slabs that were damaged by the fire. The project is expected to be completed by mid-September.

Planning underway for two Port properties

Taking the next steps to assure a productive future for two key port properties, the former Rogue facility and the Newport International Terminal will each undergo feasibility studies in the coming months.

Executive Director Paula Miranda has issued a scope of work for each and is seeking proposals from consulting firms with expertise in identifying the best use of available facilities (Rogue) and marketing to target industries (NIT).

“We are committed to exploring all options for the use of both facilities in the future and believe that engaging experts who can guide us through a thoughtful process will ensure a better outcome,” Miranda said. “It may take more time, but the port commission will be making decisions with a lasting impact, and we want every possible tool at their disposal when they make those decision.”

Due to Rogue Brewing’s bankruptcy proceedings, the Port does not have control over the main brewery building yet but hopes that will change soon.

Port officials have identified the need for a marketing strategy for the International Terminal as part of their efforts to seek out ways to use the multi-purpose facility that balances the needs of current users with the addition of new customers and investment.



The outcome of those studies will be presented to the port commission at a future public meeting with opportunities for public input. Please visit the Port of Newport website and Facebook page for updates as the projects proceed.

2026 landings high for Market Squid fishery

One species presents a “feast or famine” approach to commercial fishing more than most: market squid. Considered to be a high-value species, it is also unpredictable. Some years, like 2023, there was no fishery because no squid were present. Other years, like this year, an abundance of squid was harvested. Locally, some are delivered

directly to processors, while others are offloaded to independent buyers who truck them away from the Port of Newport International Terminal.

In 2026, more than 1.9 million pounds of squid crossed Port docks – a remarkably high number for this species.

“In the nine years that I have been with the Port, we have never had more

than a million pounds cross our docks,” said Deputy Director Aaron Bretz.

For the Port, the impact of a robust season is all positive. Aside from having to adjust staff hours to allow nighttime deliveries, no other accommodations are required. That’s due largely to the extra space provided at the International Terminal.