

PORTSIDE

SPRING 2010

A Port of Portland publication featuring news and information about airports, marine terminals, industrial parks and environmental programs.



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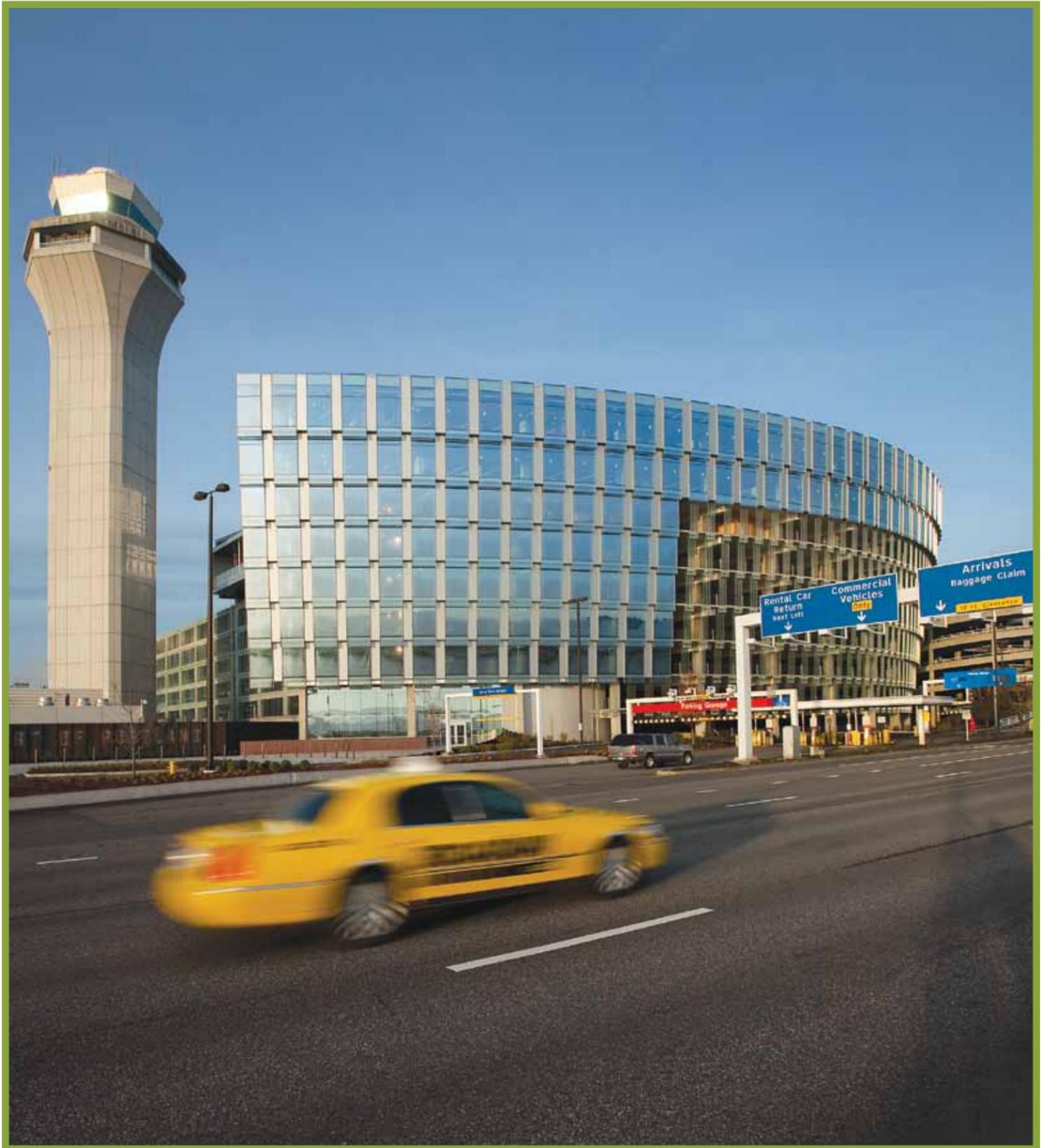
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SUSTAINABLE SHOWCASE

The Port of Portland's new headquarters and parking garage, viewed from Airport Way approaching Portland International Airport, evokes the image of the prow of a ship or the wing of an airplane. The innovative building, where, beginning in May, the Port's current downtown administrative and marine staff merges with PDX-based aviation staff, was designed to express both the marine and aviation aspects of the Port's business.

But the new facility is more than just a pretty face. It is a showcase for sustainable building practices from environmental, as well as social and economic standpoints.

ENVIRONMENTAL: The three-story office building sitting atop the new seven-story long-term parking garage includes state-of-the-art green technologies, and a Leadership in Energy and Environmental Design gold certification is pending.

SOCIAL: Building construction exceeded minority contracting goals and provided more than one million hours of construction-related work during the region's worst economic downturn in 80 years. Its public art features Pacific Northwest artists and themes, and offers a new setting for much of the original art from the former headquarters building.

ECONOMIC: The former headquarters was sold before the economic downturn began, providing a cash infusion to the Port's General Fund. Office space the Port occupied in the airport terminal will be rented out, and by consolidating all administrative operations into one location, the Port will save on operating costs.

"This building is right at Portland's front door for the many visitors to our region," said Bill Wyatt, Port executive director. "It is important to us that the building provides value to our customers and reflects Portland and Oregon's commitment to sustainability, including consideration of how our choices affect the environment, the work force and the community we serve."

GOING FOR GOLD BY GOING GREEN

During construction, the Port minimized construction waste, used easily renewable or recycled materials and products, and bought locally whenever possible. Underneath the building, a geothermal system



was installed to provide ground source heating and cooling, which complements the active radiant ceiling panel heating and cooling inside. Features like daylighting, window glazing, fixed exterior shading, water-efficient fixtures and an eco-roof all help save energy, water and money. Perhaps the most innovative environmental feature of the building is the Living Machine® system, an ecological wastewater treatment alternative that treats wastewater for reuse in the building's toilets without relying on chemical treatment. "All combined, the building's water-efficient features will decrease water usage by 75 percent,"

said Greg Sparks, project development manager for the Port of Portland. "A similar size office building uses about one million gallons of water a year. This building will use about 250,000 gallons."

The parking garage and headquarters building also meet Energy Star rating requirements. The Port estimates that the building will use 36 percent less energy than a typical building of its size, and the garage will use 78 percent less energy than a typical similar size garage.

Reuse is a key sustainable element of the building. Much of the Port's existing furniture has been repurposed. File cabinets, bookcases and other storage units have been repainted; chairs have been reupholstered and furniture refinished. Items from the downtown Port building that are not used in the new headquarters are either being used at other Port facilities or left in the building to become the property of the building owner. The new owner, at their discretion, plans to donate the furniture to Portland Public Schools.

CREATING JOBS, OPPORTUNITIES

While no one could have anticipated the current economic downturn when the decision was made in 2007 to consolidate Port operations at PDX, the new headquarters building provided work for approximately 2,500 construction and related workers during a time when Oregon saw unemployment rates rise to double digits. Perhaps most importantly, a key focus for the Port during the construction was to increase the involvement of small and minority businesses. Overall, small business utilization was about 26 percent on a goal of 15 percent, with contracts totaling more than \$41 million let with approximately 70 small businesses.

The building was also a training site for future construction workers. Twenty percent of the labor hours on the project were performed by apprentices, and 8 percent of the labor hours were performed by apprentices who were people of color or women.



In addition, 13 of the firms were graduates of the Port Mentor Protégé program which helps build effective working relationships between leaders of mature, established companies and emerging minority- and women-owned companies.

"Building the new headquarters building gave us the opportunity to 'walk our talk' in terms of equity and inclusiveness

of small and minority businesses on Port projects," said Rhonnda Parsons Edmiston, small business development program manager at the Port. "We look forward to these small and minority businesses continuing to compete for future Port business opportunities."

FEATURING NORTHWEST ART

The Port has a very strong commitment to the incorporation of art whenever possible in the architectural design of its publicly used facilities. The Port's public art policy was written to ensure that art in Port facilities reflects the Port's mission, the rich culture of the Northwest region and the people the Port serves.

The Port also strives to use local and regional artisans whenever possible to illustrate regional themes in its facilities. For the new headquarters, five Northwest artists were selected to create the public art. Linda Beaumont of Seattle created the lobby's terrazzo floor and sculpture; Norie Sato, also of Seattle, designed a fixed glass piece depicting air and sea travel; Jim Blasfield of Portland fabricated a multimedia piece; Pete Beeman of Portland created a kinetic sculpture for the eco-roof; and the team of Tony Johnson and Adam McIsaac from Grande Ronde, Ore., and Vancouver, Wash., respectively, carved the doors, handles and transoms for the Chinook Room, a space for public meetings and the monthly meetings of the Port of Portland Commission. The Port will also move several of its existing art pieces by Northwest artists, including pieces by Hank Pender, Louis Bunce and Manuel Izquierdo.



DOLLARS AND SENSE

Consolidating operations into one facility offers the Port new opportunities to reduce or stabilize operating expenses, gain new efficiencies and improve the effectiveness of Port staff. Ninety percent of the work force supports PDX in whole or in part, and many of those employees have been located in the downtown headquarters building. The new building has an open format rather than walled offices to encourage teamwork and collaboration. It is estimated that operational savings will be about 3 to 4 percent.

The sale of the Port's downtown headquarters to a private company places the building on county tax rolls for the first time since it was built in 1999. Proceeds from the sale of the building provided significant resources to the Port's General Fund that can be reinvested in vital marine infrastructure improvements.

No state or local tax dollars were used and no increase in airport fees resulted from the new Port headquarters building. The office building is funded with a combination of available working capital in the PDX Port Cost Center and airport revenue bonds paid for by the cost center. The new garage is funded with a combination of PDX Port Cost Center available working capital and revenues which include parking, rental car, air cargo and other revenues collected at the airport.

From a customer service standpoint, the building was designed to provide quick and easy access for the many Port customers located at PDX as well as marine customers, many of whom are located in other parts of the world and often fly in to Portland for meetings.

The Port also looks forward to increasing its involvement with the northeast Portland neighborhood. This is the largest new office building in the area in recent years. The Port currently participates in the Columbia Slough Watershed Council, Friends of Trees and other organizations that are focused on improving the quality of life in this part of Portland. The new building will provide even more opportunities to increase the Port's role in the social fabric of the area.

"I am very proud of this long-term investment in our Port infrastructure," said Bill Wyatt. "Not only have we finished the project on time and under budget, we have built an innovative, sustainable office and invested in long-term ease of access to the airport that will position us well for the economic recovery and long-term growth that is most assuredly ahead. This project allows us to make significant reductions in our overall operating costs and will serve the Port and our customers well for years to come."

By Martha Richmond

Top to bottom: Ken Johannes of iWater Services, Inc. "seeds" the Living Machine® system in the headquarters lobby. Artist Linda Beaumont installs her sculpture titled Core. First Inc. employees Wayne Braun and Robert Huckaby check out one of the office areas. Women and minority-owned small businesses add valuable expertise to the headquarters construction.

Facing page: ZGF Architects LLP designed the Port's new headquarters and parking garage to reflect both the marine and aviation industry aspects of the Port's operations. The curving, cantilevered north face could be the prow of a ship or the wing of a plane. The unique lapped-glass curtain harkens back to the construction of early ships and boats.

Cover: Andre Burgoyne with Cherry City Electric and Aaron Jones with Hoffman Construction Co. are reflected in the windows of the headquarters building.



AIRPORT WELCOMES OREGON LOTTERY STORE

For the first time, travelers can play the Oregon Lottery at Portland International Airport. A new store operated by Oregon Lottery on the C Concourse offers games including Powerball, Megabucks, Win for Life, Keno and Scratch-it games. Video Lottery games are not available. Although new to PDX, state lotteries are located at many other major airports in the country.

The lottery store at PDX not only presents travelers with a new source of entertainment, it also provides added revenue to those programs that receive lottery funds, including some at the Port of Portland. Revenues generated from leases of stores and restaurants at the airport help the Port to offset the cost of airline operations at PDX, keeping the airport competitive with other airports and helping to retain air service.

According to the Oregon Lottery, since it began selling tickets in 1985, it has earned more than \$6.5 billion for economic development, public education, state parks and watershed enhancements.

OREGON TSA TEAM REAPS NATIONAL RECOGNITION

For the second year in a row, Transportation Security Administration team members in Oregon led the country with seven awards during a TSA national awards ceremony. The event recognizes TSA employees and stakeholders from across the nation for their accomplishments, commitment, innovation and creativity.

From Oregon's team, Eddie Kinatader, assistant federal security director, law enforcement/federal air marshal, received the Security Intelligence Award; Sommer McIntosh, PDX supervisory transportation security officer, received the Outstanding Performance in Administrative & Technical Support Award; and Steve Crawford, assistant federal security director at Medford and Klamath Falls, was the recipient of the Leadership Award. Sue Crow Wardell, transportation security officer at PDX, received the Heroism Award; the PDX Training Team won the Team Award, with Jerry Schulze accepting for the team; and the Team Oregon Transportation Operations Coordination Center received the Technology Achievement Award, with Ken Alwine accepting on behalf of the team.

In addition, TSA honored the U.S. Customs & Border Protection's Portland field office with the Partnership Award, which recognizes industry partners or other government employees whose accomplishments and excellence in performance distinctly benefit the interests of the United States and clearly advance TSA's mission. Jan Robinson accepted the award for Customs.

NEW GARAGE OPENS, ADDS COVERED LONG-TERM PARKING

Travelers have watched the distinct structure take shape since construction began in 2007. In March, the new parking garage at Portland International Airport opened with 3,000 new parking spaces available for covered long-term parking. Within days of opening, the garage filled to capacity.

Steve Koester, parking systems manager with the Port of Portland, said, "This new facility gives our customers another great choice for parking at the airport. It doubles our garage capacity and offers a covered location for the same price as the old long-term

surface lot – \$3 per hour and \$16 per day." The long-term surface lot closed when the new garage opened.

Visitors who park in the long-term garage reach the terminal via two tunnels with moving sidewalks. It is possible to walk from the long-term garage to the short-term, but it is not possible to drive through one garage to the other.

Offices for the Port, which is consolidating its marine and aviation staffs in one location, are housed in a three-story section on top of the north portion of the garage.



For a different take on the traditional ribbon-cutting, Mary Olson, Port of Portland commissioner, and Bill Wyatt, executive director of the Port, "unbuckle the seatbelt" at the opening of the new long-term parking garage in March.

TRAINING TO BE GREAT: PDX CUSTOMER SERVICE

In February, a major customer service initiative rolled out at Portland International Airport. The campaign, which will be ongoing, includes a mantra, "Our Favorite Connection, You;" core service standards; training and education; recognition and awards; customer participation; and a Phantom Program that "catches" and rewards on-the-spot excellence.

In a grassroots movement that began a year ago, 175 managers from many airport businesses and agencies met to re-examine the service they and their colleagues deliver to PDX visitors. From the original group, a 15-member committee has met monthly to identify how airport employees can work together to establish an unprecedented level of customer service.



Airport employees try out the spinning prize wheel, part of the customer service campaign at PDX.

Donna Prigmore, customer relations manager with the Port of Portland, said, "The intent of the initiative is to clearly and deliberately step up the level of customer service, roadway to runway. PDX is known for its good customer service, but the airport's 10,000 employees are now being challenged like never before to raise the bar even higher and to take personal responsibility for the experience each traveler has while at PDX."

Meanwhile, an international survey done by Zagat in 2009 gave PDX the highest honors among a field of 30 airports in the U.S. The airports were judged by frequent fliers and travel agents on overall airport quality. Zagat is a source for information about where to eat, stay and play around the globe.



ENHANCED FLIGHT DISPLAYS

Several new flight information displays have been installed at Portland International Airport, and more are being added. Each streamlined array of monitors is consistent with other arrays in other locations, making them quickly recognizable. The new monitors have information from all airlines, making it more convenient for passengers who connect from one area of the terminal to another. In addition to flight information, the new structures include visual paging messages, electronic terminal maps and courtesy telephones that customers can use to reach customer service specialists. Flight information and maps are also available on the airport's Web site at www.pdx.com.



REACHING OUT TO NEIGHBORS ABOUT RUNWAY WORK

When the north runway at Portland International Airport closed for rehabilitation in spring and summer of 2009, more aircraft used the crosswind runway, increasing the number of flights over nearby neighborhoods. Throughout 2008 and 2009, the Port of Portland and its partners reached out to neighborhood and civic groups through a variety of methods in an effort to inform people living in the affected areas about the temporary flight changes and project schedule. Outreach included neighborhood meetings, postcards, e-mail notification and neighborhood events.

As the Port looks ahead to the next two summers of construction and continued reliance on its crosswind runway during closures of main runways, outreach efforts will continue. In addition to methods used in the past, the Port will also provide more opportunities to talk with staff at neighborhood events and farmers markets.

Just like roadways, runways wear out and need regular maintenance, and both of the main runways at PDX are being rehabilitated as part of a major three-year airfield improvement project. The project closed the north runway for a complete surface rehab last year and set the stage for extensions on either end of the runway that will be built this year. In 2011, a one-year rehabilitation of the south runway will complete the program.

SOCIAL NETWORKING SCORES FOR AIR SERVICE CAMPAIGN

In an awareness effort that included Facebook, blogging, a haiku writing contest and major business networking, the "I Fly Nonstop" campaign created a buzz in and around Portland this winter. And the buzz was about the value of nonstop international air service in and out of Portland International Airport.

According to David Zielke, general manager of air service development with the Port of Portland, the campaign was innovative, fun and – more importantly – successful in its goal of reminding people about the benefits to a community of having vigorous nonstop international air service. Zielke said, "Members of the International Air Service Committee took this campaign and ran with it. Their enthusiasm was contagious, and blog entries poured in from many prominent travelers, including Nike

Golf's research and development director, Rock Ishii; and Bike Gallery owner, Jay Graves. Besides citing how nonstops factor into their own lives, people shared anecdotes about little known treasures in their favorite cities; where to shop and eat; hints about beating jet lag; and even what to do with the time saved by flying nonstop."

A haiku contest tied to Valentine's Day drew responses from nearly 700 entrants who wrote about their love of traveling abroad from PDX. The two most creative writers won tickets for two to Tokyo or Amsterdam, two nonstop destinations served by Delta Air Lines at PDX. Other international nonstops from PDX are Horizon Air to Vancouver, BC; and Air Canada to Calgary and Vancouver, BC, and Toronto, beginning in June.



Haiku contest winners Mike Donovan and Raquel Benito show off their prizes: trips for two to Amsterdam and Tokyo, respectively.

NATIONAL MEETINGS KEEP PORTLAND ON THE MAP

As part of a global industry, marketing staff for the Port of Portland relies on business connections and representation at national conferences to help keep Portland on the map. The Port has been well-represented at two recent events, and soon will be playing host to two more right here in Portland.

Retail Industry Leaders Association Logistics Conference

Held in February, this annual conference addresses the logistics challenges and opportunities for America's top retailers. This includes retail leaders from apparel, consumer electronics, home improvement and department stores. The Port sponsored an informational booth at the conference and met with potential customers.

Trans-Pacific Maritime Conference

Sponsored by the Journal of Commerce, this well-attended and long-standing event draws a wide range of individuals involved with trans-Pacific trade each March. Held in Long Beach, Calif., the speakers' common themes addressed recovery from last year's economic downturn. The Port was represented by a moderator, presenter and conference attendees.

Northwest Intermodal Conference

Returning to Portland on May 11 and 12, the event focuses on intermodal business through Pacific Northwest gateways. Sponsored by Cargo Business News and hosted by the Port, it attracts industry leaders doing business throughout the region.

Footwear Traffic Distribution and Customs Conference

The Footwear Distributors and Retailers Association will bring its biggest conference to Portland Oct. 3-6. The conference brings top logistics executives from footwear retailers and brands together with transportation and distribution executives from around the world.

Registration for the two Portland conferences may still be available. Event details and contact information for the events is posted at www.northwestintermodal.com and www.fdra.org.



Image courtesy of Steven Fritz

The U.S. Coast Guard demonstrates a water rescue as part of a series of tours and talks about Portland's working waterfront.

PORTLAND HARBOR SERIES DRAWS HUNDREDS

In recent months, the Port of Portland and the Working Waterfront Coalition took people behind the scenes for a look at the daily operations of Portland's working harbor. A series of free talks and tours explained the value of the various industrial activities on the Willamette and Columbia rivers in fun and unique ways.

Tours included visits to Schnitzer Steel, Columbia Grain, the Port's Terminal 6, and Vigor Industrial's Cascade General Shipyard, just to name a few. The series ended with a demonstration by the U.S. Coast Guard and the celebration of a barge launch at Gunderson.

With the start of this first-ever series, the Port and

the Working Waterfront Coalition also rolled out a new Facebook fan page. Including current information about upcoming talks and tours, photo galleries, videos and partner links, the site offers yet another way to learn more about Portland's working rivers. It supplemented other ongoing outreach and communication efforts to help get the word out while reaching younger audiences.

Due to the success of the first series and by popular demand, another series will be announced this summer. Updates on future talks and tours will be posted on the Facebook fan page and the Port Web site as they become available at www.portofportland.com. (See related story, page 7.)

WEST COAST PORTS, RAILROADS WORK TOGETHER

In a historic first, the six major U.S. West Coast container ports and the two major western railroads brought a collaborative presence to the World Shipping Summit in Qingdao, China, in mid-November 2009. The ports and railroads have been meeting in recent months to discuss the challenges they face and how they can work together to maintain the long-term competitiveness of West Coast trade corridors.

The ports of Seattle, Tacoma, Portland, Oakland, Los Angeles and Long Beach participated in a panel discussion and presentation in Qingdao focusing on their collective role as the leading corridor for trans-Pacific trade. BNSF Railway and Union Pacific Railroad also participated in the discussion.

Collectively, the West Coast ports handle approximately 80 percent of the containerized trade between Asia and the United States. The consortium contends that the large, deep-water marine terminals, robust inland transportation connections, cargo capacity, supply of warehouse and distribution facilities and ample labor force all serve to reinforce the viability of inland transportation via West Coast ports. They cite billions of dollars worth of investments in maritime terminals, road and rail infrastructure and navigation improvements over the past decade.

The West Coast ports also have a distinct environmental benefit. For cargo moving from Asia to destinations across the U.S., utilizing the West Coast ports and western railroads results in far lower fuel consumption and carbon emissions than longer routes through the Panama and Suez canals.

Although the collaboration of the West Coast ports and the railroads is still in its early stages, all of the participants have pledged to work together to offer shippers and carriers the best facilities and services for conducting trans-Pacific trade.



NEW SHIPS SUPPORT STEADY BULK BUSINESS

Two newly constructed bulk vessels called at Terminal 5 on their maiden voyages late last year, contributing to a year that saw 4.3 million tons pass through Columbia Grain's facility and a fiscal year that has volumes up by double digits.

Named for a small wooded area in Poland, the MV Kurpie arrived in Portland in September to pick up a special delivery. A customer in Spain had ordered 35,000 tons of hard red spring wheat, which was grown in Montana and North Dakota and delivered to Portland by rail. In Spain, the wheat was delivered to public warehouses where it was to be stored and sold by the truckload to flour mills in and around Barcelona.

The Kurpie's sister ship, the MV Kociewie, called in December. With a capacity of more than 38,000 deadweight tons, the ship is capable of carrying a variety of bulk materials, including the several thousand tons of Montana winter wheat it loaded for export. Interestingly, after leaving Portland en route to Central America, the crew of the Kociewie rescued two people who had abandoned their sinking sailboat.

Both ships were built in China by the Tianjin Xingang Shipbuilding Heavy Industry Co. for Polsteam Shipping Agency. While docked at T-5, terminal manager Jeff Krug presented each of the ships' captains with a plaque commemorating the maiden voyages to Portland.

Columbia Grain posted a modest 3 percent decline in 2009, while all other cargo categories saw double-digit declines. It was a solid performance, especially considering that 2007 and 2008 were each record years.



COMMUNITY PARTNERS WELCOME TROUTDALE ARCH

A large group of community leaders, local businesses and project sponsors, including the Port of Portland and FedEx Ground, were on hand in early November 2009, as Troutdale Mayor Jim Kight presided over a groundbreaking ceremony for the Troutdale Centennial Arch. The artistic structure, now in place, celebrates the community's centennial and signifies Troutdale's position as the "Gateway to the Gorge."

Designed by bronze sculptor Rip Caswell, the arch spans the Historic Columbia River Highway from the west corner of the Chamber of Commerce site across to the Caswell Gallery property, just east of 257th Avenue. The base on both sides is constructed of Columbia River basalt rock, the same rock used on the guardrails along the old historic highway.

The project has been planned since 2006. Obtaining the necessary easements and right-of-way permits has been among the many checkpoints needed to proceed. Fund raising was another big one.

The Troutdale Historical Society raised nearly a third of the project's price tag from donors, with a loan from the city to cover the balance. The Port and FedEx Ground each contributed toward the permanent monument, citing their many connections to the community. The Port has maintained a long-time presence at the Troutdale Airport and has recently expanded its role with the development of the Troutdale Reynolds Industrial Park.

Bremik Construction was the primary contractor for the arch.

NOT JUST A FACELIFT; PORT MODERNIZES T-6 CRANE

After 20 years of service, the Port's oldest post-Panamax container crane is getting extensive maintenance and modernization work, including repainting and rehabilitation of the electrical drive system and controls. The result will be improved reliability, accuracy and overload recognition. The 16-story, 1,200-ton piece of equipment was moved into the container yard to minimize impacts to regular business operations. It will be returned to the dock this summer when the work is complete.

This project was made possible by \$8.9 million in federal funding through the American Recovery and Reinvestment Act of 2009. The grant funding is also supporting a second phase of wharf modernization work at Terminal 6 involving seismic strengthening, storm water system improvements and extending the crane rails and power feeds for the post-Panamax container cranes. This phase is currently in design with construction work scheduled to start in the fall.



RED CARPET ROLLED OUT FOR GREEN VEHICLES

Aside from the missing tailpipe, an electrical plug in the front and other styling touches, at first glance the new Nissan Leaf looks much like a typical gas-powered vehicle. The technology underneath, however, is anything but typical.

Those who welcomed the electric vehicle's first-ever visit to Portland for the Zero Emission Tour in December caught a glimpse of the future. Portland is one of only a few cities in North America selected for the EV Project, a government-subsidized program that will bring 900 of the cars here for sale later this year along with the installation of thousands of vehicle chargers.

Like a trial period, this rollout is a precursor to mass production in 2012. Nissan is targeting a price in the range of other typical family sedans, and prospective buyers are already lining up. It is not yet clear whether the specialized battery will be sold with the car or leased.

The Leaf is no golf cart. It handles and accelerates like a V-6 car and has a top speed of up to 90 miles per hour. There is no transmission in electric vehicles, but the experience is like driving an automatic. The car will have a range of 100 miles per charge under average, everyday driving conditions, and the battery will charge in 4 to 8 hours on a 220-volt home charging unit. At quick-charge stations, it will charge to 80 percent in about 26 minutes.

Portland has proven a receptive market for hybrid and electric vehicle sales. With a reputation for environmental responsibility and model sustainable development, companies have looked to Portland as an ideal test market and possible port of entry for the new generation vehicles. In addition to hosting a test drive for Nissan at Terminal 2 in April 2009, the Port of Portland has met with representatives from Mitsubishi, BYD, Think, and others to discuss their future plans.

INHA STUDENTS CONCLUDE PORT INTERNSHIPS

With completion of their project assignments in February, three students from South Korea's Inha University wrapped up their five-month internships at the Port of Portland. This is the third group under the agreement established with the university.

Enrolled in the Asia Pacific School of Logistics, students gain real life experience working with the Port to supplement what they have learned in the classroom; meanwhile the Port establishes ties with future logistics leaders. This group of students included Sarina Kim, who researched marine logistics with the Port's senior research analyst; Joon Ho Jang, who assisted in regional transportation policy development in the public affairs department; and Minhee Kang, who focused on airport operations.

The Port's relationship with Inha started two years ago with a memorandum of understanding between the university and the Port. According to Greg Borossay, the Port's marine marketing development manager and program co-founder, the exchange is part of a long-term



Inha students Sarina Kim, Minhee Kang and Joon Ho Jang.

vision. He is hopeful that local universities will expand the exchange potential in the region.

"We will continue to seek out these opportunities because the senior level executives at Hanjin recognize that the Port of Portland is working to build these ties," said Borossay. "They are seeing returning students who have been intellectually challenged and who have gained knowledge and experience."

A fourth group of students is scheduled to arrive at the Port this summer.



Port Executive Director Bill Wyatt meets regularly with regional business leaders to discuss trade, transportation and land use issues. Here he meets with the Portland Business Alliance Board of Directors. Wyatt also recently served as the keynote speaker at the Columbia Corridor Association annual meeting, the Downtown Portland Rotary, and as a panelist at a recent China Town Hall sponsored by the Northwest China Council and the Oregon Fujian Sister State Association.

FINN TO LEAD BOARD

Rick Finn, Port of Portland federal affairs manager, was elected president of the Pacific Northwest Waterways Association in October 2009.

The association is a regional group representing ports, steamship and towboat operators, grain and forest products shippers, and other economic development and local government interests in Washington, Oregon, Idaho, Alaska and California.

Finn has been involved with the association since 1999, when he was hired by the Port. He has been a board member since 2002, and was elected vice president in October 2007.

Finn will head a 40-member board of directors; his first duty as president was to lead the Pacific Northwest Waterways Association mission to Washington, D.C., in March. Among the issues addressed were funding to maintain the jetties at the mouth of the Columbia River, Columbia and Snake river locks, Oregon coastal jetties, the Federal Columbia River Power System Biological Opinion, and the Columbia River Channel Improvement Project.

As a government affairs manager, Finn advocates for the Port's federal interests in the U.S. Congress and executive branch.



JIM CARTER BEGINS TERM AS PORT COMMISSIONER

In December 2009, Jim Carter officially became the Port of Portland's newest commissioner. He succeeds Commissioner Bill Thorndike, whose eight-year term concluded at the end of November.

Born and raised in Pendleton, Carter earned a bachelor's degree in economics at Stanford and a law degree from the University of Oregon. He served as a judicial clerk for the state of Oregon and Multnomah County Circuit Court in the mid-1970s. From 1978 to 1998, he was a managing shareholder of the law firm of Schulte Anderson. He has worked at Nike as general counsel since 1998.

Commissioner Carter served on the Board of Bar Examiners and the Portland Parks Foundation. Currently he serves on the Dean's Advisory Council at the University of Oregon Law School, the Confucius Institute at Portland State University, and the board of directors for the Classroom Law Project, which provides civics and law-related education programs for schools across Oregon.

Port commissioners are appointed by the governor of Oregon and ratified by the Oregon Senate. Carter will serve on the nine-member body for a four-year term, which can be extended for an additional four-year term. The post is voluntary; commissioners are not paid.

At Commissioner Bill Thorndike's last official meeting in November, Commission President Judy Johansen said, "In the two terms that Bill has served on the Commission, he has been an invaluable asset to the Port as he represented the organization's interests in southern Oregon and throughout the state. He leaves a strong legacy here."

Key initiatives put into play during Thorndike's tenure include the new parking garage and headquarters at PDX, new baggage screening system, and expanded de-icing system. Other projects completed include airport light rail, Airport Way widening and landscaping, a new airline agreement, new international service to Europe, Asia and Mexico, purchase of the post-Panamax cranes and real estate acquisitions and developments, including Cascade Station and Troutdale Reynolds Industrial Park.



IDLING ENGINES WASTE CLEAN AIR, FUEL, MONEY

The hustle and bustle at Portland International Airport includes a constant dance of vehicles – passenger cars, taxis and shuttle buses, and delivery trucks carrying cargo and supplies. For many of these vehicles, a running engine is usually not necessary, such as those waiting in the cell phone parking lot, or the ones making deliveries to certain parts of the airport terminal.

Over the years, the Port has implemented numerous programs to help reduce emissions from idling engines, including the Quick Pay program at the PDX parking garages. What seems like a small thing – drivers paying on foot before driving – can add up to a meaningful reduction in greenhouse gas and other emissions.

This year, the Port wanted to reinforce the idea that idling engines are a waste of clean air, fuel and money. The Port's air quality team worked to create simple, eye-catching signs to urge people to avoid idling. The signs have been placed around the airport in places



like the cell phone parking lot and the taxi/shuttle waiting area. The message is clear: "Protect clean air. Save fuel. Don't idle."

While there are some areas around the airport where the no-idling recommendation will not always work, it makes financial and environmental sense to turn off cars that are parked for more than 30 seconds.

MORE THAN A BUZZWORD

There's no way around it: sustainability is a buzzword. Like many organizations, the Port of Portland wanted to create overarching guidance related to its approach to environmental stewardship, economic health and social equity. But the Port, and especially employees who were consulted on the policy, wanted to ensure that the outcome was more than just words and that it reflected the Port's mission to connect cargo and people to points worldwide. In an initiative supported by Port directors and commissioners, staff began work on developing a Portwide sustainable natural resources policy, starting first with a definition: "The Port is operating sustainably when we make business decisions that support long-term economic health, integrate community concerns into our work, and reflect a deep and broad commitment to environmental stewardship."

The guidelines challenge Port employees to choose least-impact approaches that balance nature and commerce when developing and managing aviation and marine facilities and industrial parks. Further, the policy promotes continuous improvement and a culture of efficiency, where decisions are made on sound science and in partnership with others.

The sustainable natural resources policy dovetails with work being done specifically in the Port's two operating areas. Airport Futures is a joint process with the City of Portland to create a long-range airport master plan and land use plan for Portland International Airport; stakeholders in that process have created recommendations designed to make PDX the most sustainable airport in the country. To learn more about innovations within the marine industry, the Port recently partnered with the International Institute for Sustainable Seaports on a survey of best sustainability practices being implemented by ports worldwide.



HILLSBORO RUNWAY CONSTRUCTION SCHEDULED

In January, the Federal Aviation Administration issued a finding of no significant impact, or FONSI, the final step that cleared the way to build a new 3,600-foot parallel runway at Hillsboro Airport. Construction is scheduled to begin this fall.

During the 2005 Hillsboro Airport Master Plan and Compatibility Study Update, a new parallel runway was identified as a way to help reduce congestion and improve the efficiency of airport operations. Beginning in September 2008, the Port of Portland began a 15-month process to evaluate the environmental effects of constructing the proposed runway. In October 2009, the Port completed the draft environmental assessment, with plans to implement the recommendation in 2010 if the project received approval from the FAA.

The project environmental assessment analyzed different alternatives and the existing environmental conditions around the site where the new runway would be constructed. Public comment on the environmental assessment was solicited at project open houses, Hillsboro Airport events, and Hillsboro Airport Issues Roundtable meetings; via the Port Web site; and through Port publications.

Comments were accepted by the FAA, which oversees all projects that affect airport operations and flight paths, throughout a 43-day public comment period. After reviewing the comments and the draft document, the FAA issued its finding.

The project includes a mitigation component: the Port is partnering with the Oregon Department of Transportation on a wetlands enhancement project at Jackson Bottom Wetlands Preserve.

RIVER BUSINESSES CITE ENVIRONMENTAL SUCCESSES

Representatives from several river-dependent businesses gathered recently to discuss environmental challenges and successes related to moving cargo up and down the region's two major rivers. The occasion was a tour and lecture series about Portland's working waterfront, coordinated by the Port of Portland and the Working Waterfront Coalition, and open to the public.



Shaver Transportation tug, the Lassen.

Foss Maritime and Shaver Transportation, two barging companies operating in the harbor and on the Columbia-Snake River system, talked about their moves to newer, more fuel-efficient barges and tugs. By repowering older tugs, for example, Shaver has been able to realize a 34 percent reduction in fuel while gaining 11 percent more power. The new engines also reduce lube oil usage by 90 percent on the round trip between Portland and Lewiston, Idaho. Meanwhile, Foss is using ultra-low sulfur diesel and implementing shore-produced power for boats that are not in use, which means less engine idling time.

Ron Corbin, Toyota Logistics Services, noted that his company operates in a Leadership in Energy and Environmental Design gold-certified building with an industry-leading 97 percent recycling rate. The auto importer uses rain water to flush toilets and native plantings to help protect the river. In addition, Toyota encourages employee innovations such as lead-free wheel weights.



HELPING NEIGHBORS UND

Maryhelen Kincaid has experienced some interesting jobs. Growing up, she retrieved footballs for Coach Vince Lombardi at the Green Bay Packers spring training camp. She was a lifeguard at Santa Monica Pier, and then taught a boy who would become major league pitcher Randy Johnson how to swim along with other youngsters in Livermore, Calif. She was the first woman to serve as a meter reader for the city of Alameda, and was a gate agent and baggage handler for Pacific Southwest Airlines.

Still, some of Kincaid's most rewarding experiences are related to her more than 35 years in citizen involvement, ranging from running youth groups

and aging services programs to serving on neighborhood, city and county committees.

Among other citizen involvement activities, Kincaid currently serves as chair of the Portland International Airport Citizen Noise Advisory Committee, and is a member of the Airport Futures Planning Advisory Group.



Maryhelen Kincaid discusses an aircraft noise issue.

Kincaid began asking questions about the airport, flights and regulations when she moved to the East Columbia neighborhood in 2003. After a little research, she found the citizen noise advisory committee in Portland and was selected as a representative of the city of Portland, and became chair in 2006. Later, she was selected to represent North Portland Neighborhood Services on the Airport Futures Planning Advisory Group.

"Some citizens get involved in a project or working group because they want to make a difference, want to improve a situation, or have a special knowledge or talent that will support a community effort," Kincaid said. "Sometimes citizens seek answers to a problem, or question a process, or get involved because they believe government agencies or businesses aren't doing their jobs. I see citizen involvement as a benefit to government and businesses –

helping them do their jobs. It is the diversity of reasons that citizens get involved that strengthens the process."

The noise advisory committee is the Port of Portland's official forum for working with the community on issues related to aircraft noise. Committee representatives come from northwest Oregon and southwest Washington. Eleven members are appointed by various city and county jurisdictions, and four representatives are appointed by the Port in an effort to maintain geographic diversity on the committee. Technical assistance is provided by the Federal Aviation Administration and the Oregon Air National Guard.

Over the years, the committee has helped reduce aircraft noise impacts on the community by encouraging a host of changes. Early on, the group supported construction of a facility used to test aircraft engines following engine maintenance, which shelters neighbors from the engine noise. More recently, the committee helped guide the update of the PDX Part 150 Noise Compatibility Plan. The plan resulted in new noise abatement efforts such as strategically designating particular runway use late at night, keeping aircraft noise farther from neighborhoods, and encouraging pilots to climb higher before turning aircraft over neighborhoods. The committee also helped with an extensive review of small cargo-carrying aircraft flights, leading to adjustments in flight patterns to address community concerns about flights over neighborhoods.

"It's a constant reward to work with these dedicated volunteers who spend their time learning complicated concepts about noise and then use that knowledge to help fellow citizens understand the complexities and impacts of living near an airport, or experiencing the impacts of airplane noise," Kincaid said. "It's also rewarding to go to a neighborhood meeting, present facts and data about the neighborhood and see neighbors develop a better understanding – like an 'aha!' moment. Understanding why something happens is always better than not understanding.

"In defining the committee as a group that listens to and seeks out community concerns in regard to aircraft noise, we have been able to establish a level of trust with our neighbors and elected officials," Kincaid noted. Information the committee receives from the community helps guide committee recommendations to the Port on efforts to reduce noise impacts.



ERSTAND AIRPLANE NOISE

The committee has worked vigorously on an educational community outreach program emphasizing information on aircraft noise and impacts. Through the combined efforts of the committee, and members bringing information to their own neighborhood meetings, the group has interacted with 50 neighborhoods and more than 1,400 residents during the past year.

“Why do planes fly? Where do they fly? What makes the noise on a plane? How are flight operations decided? What kinds of things does the Port do for noise abatement? What are the regulations regarding airport noise? These are all questions that I try to answer to help my neighbors understand the impacts of airplane noise.” Maryhelen Kincaid

“My goal has always been to bring the educational side of noise and the Port to citizens,” Kincaid said. “Why do airplanes fly? Where do they fly? What makes the noise on a plane? How are flight operations decided? What kinds of things does the Port do for noise abatement? What are the regulations regarding airport noise? These are all questions that I try to answer to help my neighbors understand the impacts of airplane noise.”

“In this work, I think all of us on the committee appreciate the support and collaborative working relationship we have established with the Port, and especially with those in the noise management office,” Kincaid said. “I feel there is respect and established trust. While we may not always agree on issues, we have that common respect, and usually come to a mutually acceptable solution, which I very much appreciate.”

As a member of the Airport Futures Planning Advisory Group, Kincaid is also involved in the collaborative effort of the city of Portland, Port of Portland, and the Portland-Vancouver metropolitan community to create an integrated long-range development plan for the airport. The three-year planning process, scheduled to conclude this spring, is guided by the 30-member planning advisory group and input from outreach with other key airport stakeholders and surrounding communities. Throughout the process, Port and city staff are reaching out to stakeholders in a variety of ways, including regular planning advisory group

meetings, public meetings, surveys and ongoing outreach to stakeholder groups.

“It’s been very interesting to participate on a planning advisory committee with so many talented people and learn from their insights, experiences and shared knowledge,” Kincaid said. “The citizens who serve on these committees are dedicated to

working on issues that impact the lives of not only those citizens in neighborhoods surrounding the airport, but those who live throughout the entire metro region.

“I’m hoping we can continue our citizen noise advisory committee outreach efforts in the community,” she said, looking ahead. “I’m also especially excited to begin the follow-on work and develop recommendations toward addressing aircraft noise beyond traditionally accepted boundaries.”

By Steve Johnson

Citizen Committees

See www.portofportland.com for calendar listings for these citizen meetings:

- Airport Futures Planning Advisory Group
- Hillsboro Airport Issues Roundtable
- PDX Citizen Noise Advisory Committee
- West Hayden Island Community Working Group

Noise Management Annual Report

Watch for the Port’s 2009 noise management annual report on the noise management page at www.pdx.com.



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