

SPRING 2015

PORTSIDE

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



Exporting
an American
Icon

3-5
Exporting an American Icon

6-7
By the Numbers

8-9
Aviation News
Fly Nonstop to Iceland

10-11
Marine and Properties News
Hanjin Ends Service

12-13
Business and Environmental News
2015: A Year of Trade

14-15
Changes Afoot
Airport Prepares for Future

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EXPORTING AN AMERICAN ICON

It is an early morning at Auto Warehousing Company near the confluence of the Columbia and Willamette rivers. Drops of rain collect and roll down the shiny chrome 50 Years anniversary medallion on the back of an all-new 2015 Ford Mustang. Juxtaposed against the dark skies on this stereotypically Portland winter day, the vibrant, bright red sports car in the front of the line looks like it is moving fast even while sitting still.





1954

1971



1986



2013



2015



4

One by one, longshore workers hop into the driver's seats, and a parade of sports cars leaves town with a throaty rumble and a final blessing of Oregon's trademark "liquid sunshine." They drive onto a ship built like a giant floating parking garage – the biggest of which can handle more than 9,000 vehicles at a time.

These hulking ships take approximately 12 to 16 days to cross the Pacific Ocean with this valuable cargo, and for buyers in Korea and China, the ships can't get there fast enough. The newly redesigned Mustang has generated strong buzz domestically, an excitement that is shared by neighbors across the Pacific.

It is a story that represents a key marine business line for the Port of Portland that has been evolving for 62 years and counting.

Establishing Portland as an Auto Gateway

Ford Motor Company's roots go back to 1903, just 12 years after the Port was created. Similar to how founder Henry Ford streamlined the production process with the assembly line, ports have vastly improved the way they transport vehicles.

When Portland first began handling import vehicles back at Terminal 1 in 1953, each car was lifted from the vessels – one by one – using a crane. It was hazardous and inefficient. Back then, the volumes were all imports and manufacturers were based in Europe, including Volkswagen, Mercedes, Saab, Peugeot, Volvo and Opel.

In the early 1970s, the Port constructed its first exclusive auto facility at Terminal 4 and began handling Japanese-made Datsuns and Toyotas. While the manufacturers changed over the years, the business grew considerably and Portland rapidly emerged as a top gateway on the U.S. West Coast for autos. One reason for the growth was, as they say, 'location, location, location.' The Port's marine facilities are ideally nestled into a confluence of rivers, rails and roads.

With relatively close proximity to Asia, river-grade rail connections by two major railroads and access to most regional destinations by truck in one business day, Portland offers competitive advantages. Automobiles are typically higher-value, lower-weight cargo, so pure car carriers are not draft constrained like bulk or container ships and can easily transit the Columbia River navigation channel when fully loaded.

In the late 1980s, as European vehicle imports were dwindling in

Portland, the Port began handling imports from Korea when Hyundai selected Portland as its primary U.S. auto import center. In 1988, the Port also handled its first auto exports from Portland to Japan with a shipment of American-made Hondas. The exports were relatively short-lived and did not involve high volumes, but it foreshadowed future possibilities.

In 2006, the Port marked an all-time record year by handling 463,557 vehicles. Portland had become the largest auto import gateway on the U.S. West Coast, but the global economic meltdown in 2009 meant the loss of almost half of the Port's annual volumes for autos. In years that followed, between a weakened U.S. dollar and the establishment of a U.S.-Korea trade agreement, a new opportunity began to materialize as import volumes remained stagnant.

Korea: Going Further

In January 2012, the M/V Morning Caroline was loaded with the Port's first shipment of vehicle exports since 1988. The ship had arrived at the Auto Warehousing Company (AWC) facility at Terminal 6 with a delivery of Hyundai vehicles and left carrying Ford vehicles bound for South Korea.

Among the Ford vehicles being shipped to South Korea was the Fusion Hybrid – Ford's first hybrid vehicle to be sold in the Korean market. The Fusion Hybrid was the first of six all-new or refreshed products Ford introduced in Korea in 2012. All of the vehicles shipped to Korea from North America were shipped through the Port of Portland.

Vehicle exports quickly proved to be welcome business, bringing new marine terminal activity and adding new value for the backhaul across the Pacific. Having a new trade agreement in place with South Korea has helped continue growing this business. Success of the new export program led to exploration of other potential export markets, including China.

China: Opening New Doors

Since Portland became the first U.S. port-of-call for goods from mainland China since restoration of diplomatic relations with the U.S. in 1980, China has been a significant source and destination of cargo via the Port of Portland. But that didn't include autos until recently.

Following inspections by Chinese government auditors in 2013, AWC's facility at Terminal 6 received full approval, meaning that vehicle

export shipments could begin through Portland in October 2013. With increasing disposable income and growing demand for U.S. products, China opened its doors to new Ford cars and trucks coming from several plants in the U.S., Canada and Mexico. AWC immediately began hiring new employees to handle the growing export business.

"There is great potential to grow this business as our expertise and available capacity matches growing demand for Ford vehicles in China," said Ben Seher, president, Auto Warehousing Company. "By better utilizing transpacific car carriers returning to Asia, this will be good news for everyone involved."

A \$2.8 million project to expand the AWC processing building by 27,000 square feet and increase capacity to more than 110,000 vehicles annually was completed as exports to China began. The expansion was financed by ConnectOregon IV state grant funding and a \$560,000 investment by AWC. Auto exports and imports at the facility support more than 100 employees.

"We are proud to be serving as the primary gateway for exports of new Fords to China and furthering our mission to provide access to international markets," said Bill Wyatt, executive director for the Port of Portland. "This new business will provide local jobs and economic benefits, but also fulfills a national role for Ford vehicles manufactured in plants throughout North America."

In September 2014, Ford Motor Company also began shipping Lincoln vehicles from Portland to China, marking a significant milestone for the brand globally.

China continues to be a growing market for Ford. In December 2014, Ford hit the one million vehicle sales mark in China and looks to continue growth this year with new vehicle introductions.

Local Facilities, Local Impacts

Portland is the second largest auto import gateway on the U.S. West Coast and fifth largest in the U.S. Auto exports have grown to almost 20 percent of the Port's total auto volumes from zero just a few years ago. The number of Ford vehicles exported through the Port increased 400 percent from 2013 to 2014.

"Serving as a gateway for exports of new Ford vehicles to China and Korea has helped boost employment and bolster our local

economy," said Wyatt. "Auto exports and imports are an important part of our diverse cargo portfolio."

Auto imports and exports at the Port represent about 23 percent of the Marine operating budget and more than 500 good paying jobs regionally. This includes local jobs for dockworkers, processors, truckers and others employed in distribution and transportation throughout the supply chain. Each vehicle imported brings an estimated economic benefit of \$271 to the region, and that number would be markedly higher for exports.

The local value, in terms of both income and jobs, comes in part from the fact that once autos arrive in Portland, workers do more than simply load them onto trains, trucks or ships. These value-added services are called 'accessorization' and 'homologation.' On the import side, vehicles are accessorized for the North American market. They are also homologated before export, which means preparing the vehicles to meet the standards required or desired in Korea and China.

"Preparing these vehicles for shipment to their final destination is critical to satisfying both customer and regulatory requirements for our markets around the world," said Gerald Schoenle, director, Ford Trading Company. "We want our customers globally to know that their Ford vehicles will meet emissions, safety and road-worthiness requirements."

Local facilities where this important work is conducted include offices, body shops, paint shops, car washes and associated buildings. With more than 300 acres of land dedicated to auto storage and processing, and more than 50 additional acres available for expansion, there is room to grow.

The Road Ahead

Ford Motor Company's global brand promise is "Go Further," which is exactly what is happening by way of Portland. As Ford continues to globalize its lineup meaning customers around the world are provided with the same vehicle options to fit their needs – more Ford vehicles are being shipped through ports like the Port of Portland to reach global customers.

Portland is a beneficiary of the strong and growing demand in Asia for quality vehicles produced here in North America. Auto exports are an exciting growth area, and one that the Port will continue to nurture and develop.

5

2014 BY THE NUMBERS

Calendar year 2014 was a great year for the Port on several fronts.

At Portland International Airport:

16 million passengers broke all previous records
Air cargo up 4.2 percent

At Marine Terminal 5:

Grain exports up 23.8 percent
Mineral exports up 10.4 percent

At Terminals 4 and 6:

Autos down slightly (-1.9 percent)

At Terminals 2 and 6:

Breakbulks down 10.5 percent

On the Ports commercial properties

31 acres sold or leased
55 acres under option
46 acres acquired
36 acres under development

Total Economic Impact for all Port properties:

27,422 jobs generated
\$1.8 billion in income generated
\$5.8 billion in business revenue generated
\$166.5 million in taxes generated

Environmental highlights:

10 million gallons of water saved through retrofits to the facility that washes PDX rental cars.



Aviation



Northern lights at Jökulsárlón, a large glacial lake in southeast Iceland, on the edge of Vatnajökull National Park.

NEW NONSTOPS AWAIT TRAVELERS

With many new nonstop routes available, 2015 is a good year to fly from Portland International Airport.

Two new international routes will serve travelers during the busy summer months when travel between Portland and Europe doubles:

- **Reykjavik, Iceland** – Icelandair seasonal service runs May 20-Oct. 21 with two flights each week. Flights are aboard Boeing 757 aircraft.
 - **Frankfurt, Germany** – Condor Airlines seasonal service operates June 19-Sept. 4 with twice-weekly flights. Flights are on Boeing 767-300 aircraft.
- Four new domestic routes are also available to PDX travelers:
- **Anchorage, Alaska** – JetBlue offers daily seasonal service spanning June 18-Sept. 8. Anchorage is the largest city in Alaska, and offers many tourist attractions.
 - **Dallas** – Southwest Airlines now offers daily service to Love Field. The airport's convenient location provides easy access to downtown Dallas.

- **Los Angeles** – Southwest provides twice daily, year-round service to Los Angeles beginning June 7.
- **St. Louis** – Alaska Airlines offers daily, year-round service to St. Louis starting July 1. Flights are aboard E175 aircraft operated by SkyWest Airlines.

More information on PDX nonstop routes is available at www.pdx.com.

PDX SETS ALL-TIME RECORD

For the second consecutive year, Portland International Airport has set an all-time passenger record.

PDX served 15.9 million passengers in 2014, surpassing the former record of 15 million travelers in 2013. Prior to that, the record was 14.7 million passengers, set in 2007. Impacted by a global recession, PDX air travel fell to 12.9 million travelers in 2009, and has gradually grown since that time.

Improvements in the economy, and expanded route choices for PDX passengers, contributed to last year's passenger

record. Meanwhile, PDX air cargo increased 4.2 percent to 228,564 tons in 2014, up from 219,341 tons in 2013.

A dozen new nonstop flight options helped boost travel in 2014. New international routes included Mexico year-round service on Volaris to Guadalajara, and Alaska Airlines seasonal service to Puerto Vallarta and Los Cabos. New domestic year-round flight options included Salt Lake City on Alaska; San Diego on Southwest Airlines, and Seattle on Delta Air Lines. New domestic seasonal flight options included Baltimore on Southwest, Chicago O'Hare on Spirit Airlines, Houston Hobby on Southwest, Kalispell on Alaska, and St. Louis on Frontier Airlines.

With more nonstop flight options in 2015, the Port of Portland expects to see continued growth at PDX.

TROUTDALE AIRPORT MASTER PLAN

It began as a small landing strip in the midst of farm fields. Today, the Troutdale Airport is host to recreational pilots, a flight school and aviation repair shops. The airport's future role is the subject of a long-range planning effort currently before a public advisory committee, hosted by Port of Portland staff and advised by expert consultants.

Last summer, the Port of Portland embarked on a multi-year effort to analyze the role that Troutdale Airport serves in the region. The effort involves collecting data on existing conditions at the airport and forecasting future trends within the aviation industry and future industrial land needs. The culmination of the project will lead to a master plan for the general aviation airport.

A 24-member planning advisory committee, made up of key community stakeholders, representing the broad range of interest within the community, is reviewing



Troutdale Airport



An airport is a busy place that can quickly become overwhelming for a person with special needs. To help travelers navigate their PDX experience, there's a new photo guidebook. Pick up "Let's Fly!" at the traveler information centers or view it online at www.flypdx.com/PDX/SpecialNeeds.

the project team's research and analysis, and will make a recommendation for the airport's future at the conclusion of the process in early 2016. Meetings of the planning advisory committee occur every few months and are open to the public. Meeting dates, time and location can be found at www.portofportland.com.



HILLSBORO TO DEBUT NEW RUNWAY

At Hillsboro Airport, Port of Portland contractors have completed construction of a new runway scheduled to open at the end of April. This is the first new runway project the Port has completed since PDX's north runway in the early 1960s.

The new 60-foot wide, 3,600-foot-long runway, designated 13L/31R, is parallel to the existing runway and expected to provide needed capacity for the busy airport.

Construction of the runway is one of the primary infrastructure capacity enhancements identified by the 2005 Hillsboro Airport Master Plan. Parallel runways allow simultaneous operations of business class aircraft on the existing runway while smaller propeller aircraft use the new, shorter runway. The Port started planning the parallel runway project in 2009.

While construction work is now complete, there is still an operational 'punch list' of tasks to finish prior to opening the runway. The Federal Aviation Administration needs to complete a flight check of the visual approaches to the runway and publish the new runway designations. The FAA Air Traffic division needs to complete their Safety Risk Management (SRM) process, which studies how the operation of the new runway will work safely with existing airspace operations. Finally, local Air Traffic Control must finish training their air traffic controllers for the new operating environment.

The Port is planning a ribbon-cutting ceremony at the airport in late April to celebrate the completion of the 6-year project.

GET YOUR PDX CARPET

The Port of Portland selected four local organizations to receive and distribute iconic

Portland International Airport carpet.

The iconic pattern of the nearly 30-year-old carpet has become a social media phenomenon, and has inspired a vast array of products featuring its design.

Earlier this year, the Port of Portland advertised the opportunity for interested parties to obtain carpet to make available to the community. Four organizations out of 32 were ranked highest on their ability to make the carpet available. Each of these winning

proposers will receive 1,000 square yards of carpet in late April or early May to sell or otherwise provide to the community. Some recipients will create carpet products like floor mats, coasters, and wall hangings, and some will create artistic avenues for the public to experience the carpet.



The Cat Bed by Two Dogs in a Boat

Those interested in obtaining carpet are asked to contact the winning proposers directly via their preferred contact methods, as listed:

Carpet Mill Outlet

Mill End Store, 2000 SE Milport Road, Portland, OR 97222
503.786.9441
info@carpetmill-portland.com
www.carpetmill-portland.com

City Liquidators

823 SE 3rd Avenue, Portland, OR 97214
503.238.4477
pdxcarpet@cityliquidators.com
www.cityliquidator.blogspot.com

Nagl Floor Covering

21717 Hwy 99E, Aurora, OR 97002
503.272.1258
hello@mypdxcarpet.com
www.mypdxcarpet.com

Two Dogs in a Boat

1210 SE Gideon St., Portland, OR 97202
503.894.5332
info@thepdxproject.org
www.thepdxproject.org

Marine and Properties



HANJIN, HAPAG-LLOYD END PORTLAND DIRECT CALLS

Hanjin Shipping and Hapag-Lloyd have withdrawn direct call service to the Port of Portland's Terminal 6.

The loss of Hanjin and Hapag-Lloyd will not impact the Port's other marine business lines such as autos, grain, minerals, steel, project cargo or liquid bulks.

T6 is Oregon's only deep-draft port and international container terminal, and without direct service, importers and exporters face higher costs in getting freight to and from port as more freight is forced onto the I-5 corridor from Portland to Puget Sound.

Hapag-Lloyd's weekly vessel call had grown to approximately 17 percent of the total container volume of T6 in recent years, and their weekly call moved 500-700 containers. The Hapag-Lloyd vessels that called T6 are in what is known as the MedPac service (Mediterranean-Pacific service). It is so named because it connects ports along the North American west coast with Caribbean and Mediterranean ports via a transit through the Panama Canal. This service has called Portland in one form or another for more than 20 years. Hapag-Lloyd is based in Hamburg, Germany.

Hanjin served Portland for more than 25 years, and handled about 79 percent of the T6 containers, and about 95 percent of containers shipped between Portland and Asia.

"This is a tremendous loss for our region. We made every effort to encourage Hapag-Lloyd and Hanjin to remain in Portland," said Bill Wyatt, Port of Portland executive director. "Ultimately, to attract a new carrier, it will take assurances from labor and management of a welcome business environment in Portland."

Hapag-Lloyd, like Hanjin, will continue to serve shippers in the market via their port call in Puget Sound. Without the direct service in Portland, importers and exporters will face higher costs due to the added cost of truck and rail services to move their products from Portland to Puget Sound.

The Port has a 25-year lease with ICTSI Oregon, Inc. for the container terminal that will remain in place, but there are short- and long-term impacts of losing direct call container service. More than 900 businesses have depended on the Port to get their goods to and from international markets; the Hanjin service alone supported an estimated 657 direct jobs and \$33 million in wages annually.

PROPANE FUELS LOCAL INVESTMENT

With private investment conservatively estimated at more than half a billion dollars, a new propane export facility in Portland could prove to be a massive boon for the local economy in coming years. It would represent one of the largest single private capital investments in the city's history.

The Port of Portland is working with Canadian company Pembina on a proposal to construct and operate a facility on Port-owned property adjacent to Terminal 6 that could be up and running by early 2018. The \$500 million investment would trigger 700 construction jobs, 30 to 40 new, permanent positions valued at \$7.2 million annually, and \$12 million in annual property tax revenue.

Based in Calgary, Alberta, Pembina is one of Canada's leading providers of transportation and logistics for the North American energy sector. Pembina is a time-tested operator with extensive experience in building propane facilities and safely transporting and storing propane in Canada and the U.S. The Portland facility would utilize state-of-the-art storage and safety measures.

A decision is currently before the Portland Planning and Sustainability Commission to

allow piping to carry the propane from storage tanks to vessels on the Columbia River.

More information on the project is available at www.pembina.com/propaneterminal.

READY, SET, GROW AT TERMINAL 5

Portland is already the largest gateway on the U.S. West Coast for bulk mineral exports, and that gateway is about to get more efficient and diversified with the expansion of the Canpotex Limited potash export facility at the Port of Portland's marine Terminal 5 in the Rivergate Industrial District.

Canpotex, through its wholly owned subsidiary, Portland Bulk Terminals, L.L.C., is investing up to \$140 million in new equipment and infrastructure to improve the efficiency of its ship loading operations and the management of Canpotex's specialty white potash products. Construction is set to begin this summer.

"This investment is great for Canpotex and the Port because it improves the speed and quality of our operations at the terminal. But it's not just our company that benefits; we are doing our part to try to build efficiency into the transportation system in the Pacific Northwest corridor," said Canpotex's Steve Dechka, president and CEO.

After significant collaboration and discussion with key stakeholders, Port staff and Portland Development Commission personnel proposed an enterprise zone expansion to



Potash at the Canpotex export facility

include the PBT facility. The expanded enterprise zone was approved unanimously by Portland City Council in December 2013. The company's plans began to materialize shortly thereafter and were officially approved at the October 2014 Port Commission meeting.

Potash, also known as potassium chloride,

helps increase crop yields as a mineral nutrient used in fertilizer applications. More than two million metric tons of Saskatchewan potash is exported through Portland annually to international markets including Australia, Brazil, China, Japan, Korea and Taiwan.

"Along with grain and agricultural exports, potash is yet another cargo type handled through our port that helps feed the world," said Curtis Robinhold, Port deputy executive director. "Canpotex has been a great tenant for nearly two decades, and we are excited that this world-class shipper's roots in Portland are growing even deeper with this expansion."

As a result of a long-term lease extension, Canpotex expects to increase its tonnage incrementally in the coming years. The construction will prompt private investment with local sourcing of materials, yielding increased tax revenue, new construction jobs and long-term employment.

"Attracting this significant foreign direct investment relied on strong collaboration between PDC, the city, the Port and Canpotex," said Patrick Quinton, executive director of PDC. "We're very pleased to be able to use the Enterprise Zone program to build Portland's exports and bring considerable community benefits to North and Northeast Portland."

HARBOR INDUSTRIAL RECEIVES CRANE MAINTENANCE CONTRACT

Equipment downtime on the docks can impact container terminal operations, and this includes the post-Panamax container gantry cranes at Terminal 6. An independent review ordered by Governor Kitzhaber in 2014 identified improvement to crane maintenance practices as one factor that could enhance dependability and productivity.

The Port of Portland issued a Request For Proposals for crane mechanical maintenance services in 2014, and selected Harbor Industrial Services Corporation. Port Commissioners approved the contract Jan. 14, 2015. Harbor Industrial Services possesses

extensive coast-wide work experience, and it is expected that this move will yield immediate improvement in crane maintenance, performance and availability.

DEVELOPMENT OPENS DOORS AT PORTLAND INTERNATIONAL CENTER

March 19 saw the grand opening of Phase I of the PDX Logistics Center, a state-of-the-art logistics center developed in partnership by Capstone Partners and Pacific Coast Capital Partners.

Located at the Port of Portland's Portland International Center business park near Portland International Airport, the new logistics center consists of two buildings with total space of 491,200 square feet. The

project's groundbreaking in 2013 marked the start of one of Portland's first major speculative development projects since the recession.

Capstone and PCCP built the facility to meet the growing demand in the Portland area for Class A logistics space over 250,000 square feet. The 105,000-square-foot smaller building houses Ernest Packaging Solutions and Gateway Express, while the larger 383,000-square-foot building is on the market and fielding interest. Capstone plans to further expand the project with Phase II and Phase III.



The construction of PDX Logistics Center was strong on local Portland connections, with Mackenzie providing the design and Perlo serving as the general contractor. Subcontractors on the development included minority- and women-owned businesses.

TRANSPORTATION CONGESTION COULD COST OREGON

Oregon's economic future is largely dependent on maintaining a modern and dependable transportation network. This was underscored by the findings of a report on the economic costs of congestion released in January. The Portland Business Alliance and coalition partners, including the Port of Portland, produced an update to the 2005 study on the same topic.

For a region reliant on traded-sector industries, some of the report's predictions have dire implications for efficiency, local competitiveness and potential cost increases. For example, if funding is not increased beyond current trends, 15 percent of all trips within the Portland metropolitan area will take place in stop-and-go traffic by 2040, compared to only 5 percent today.

The study shows that investing in transportation infrastructure would yield palpable benefits. With each dollar invested in transportation providing a \$2.40 return, researchers estimated that increasing transportation investments would add more than \$1 billion in economic benefit to Oregon. That translates to roughly 8,300 jobs.

Learn more about the Economic Impacts of Congestion report at www.valueofjobs.com.

Business and Environmental

NEW CHIEF COMMERCIAL OFFICER

Keith Leavitt has been named the Port of Portland's new chief commercial officer. Leavitt most recently served as the Port's general manager of business development and properties. Leavitt is responsible for the Port's business and economic development activities and works to ensure the Port obtains a market-based rate of return on Port assets. He will oversee both aviation and marine business development functions along with acquiring, developing, managing and marketing the Port's diversified industrial real estate portfolio.



Leavitt joined the Port in 1999, first serving as state government affairs manager and later as development project manager. Prior to joining the Port, Leavitt served as division manager and economic development representative for the Oregon Economic Community Development Department.

"Keith brings a strong background in business and economic development, and commercial property management to this critical Port leadership position," said Port Deputy Executive Director Curtis Robinhold. "His 15-year history with the Port, coupled with his insight into the business challenges and opportunities on our horizon, will serve the organization well. Leavitt replaces Sam Ruda who left the Port last year to pursue other interests."

2015: A YEAR OF TRADE IN OREGON

The Port of Portland, in conjunction with the Portland Business Alliance, Pacific Northwest International Trade Association, the Oregon Consular Corps and others has started a program to highlight the economic



Carl Abbott

impacts of international trade and the power of trade to transform the regional economy while maintaining quality of life.

Called "A Year of Trade in Oregon," the 11-month campaign features a variety of activities and events. The majority of the activity is focused on the month of May (World Trade Month), May 18 through 24 (World Trade Week), and in particular the Oregon Consular Corps "Celebrate Trade Gala" on May 18.

The campaign kicked off in February with an event at the Oregon History Museum at which historian Carl Abbott and David G. Lewis chronicled Oregon's rich heritage of trade.

Other elements of the campaign include a website with engaging content including videos, weekly news, fact sheets, recent studies, stories of Oregon import/export successes and more. Read more at www.tradeinoregon.com

LAUNCH OF ONE RIVER, MANY VOICES PODCAST SERIES

In 2000, a section of the lower Willamette River – 10 to 12 miles, from the Broadway Bridge in Portland out to Sauvie Island – was given federal Superfund status. Superfund is shorthand for the 1980 Comprehensive Environmental Response, Compensation, and Liability Act, or CERCLA.

By any name, the problem is the same: hazardous materials are present, and because those materials pose a risk to public health and the environment, they have to be dealt with. Doing that won't be quick or easy.

"One River, Many Voices" untangles the river's story and the Superfund process. Across 14 podcasts, host Jack McGowan explores the sources of the Willamette's pollution and the promise of the future.

The series offers a look at the river through the eyes of those who live near it and recreate on and around it. The podcasts take a closer look at the economic engine the Willamette fuels.

"We all have a role in cleaning up our river," Alanna Conley, the Environmental

Protection Agency's community involvement coordinator for the Portland Harbor, says in the podcast. "Making it a better place for recreation, for jobs, for fishing, for everyone who lives around the river."

"One River, Many Voices" can be found at www.portofportland.com.

PORT SUPPORTS PCC FOUNDATION

The Port of Portland's community involvement goes far beyond its daily operations. This was on display Jan. 29, when the Port and the Working Waterfront Coalition presented a \$20,000 check to the Portland Community College Foundation.

The donation will help provide scholarships for PCC's Industrial Jobs Training Program located on Swan Island. The program is a key pipeline of skilled workers for the more than 23,000 jobs supported by the Portland Harbor. Both the Port and WWC recognize the importance of vocational education to Portland's continued economic health.

"We'd like to do everything we can to offer support to the training programs that prepare young people to enter trades and join our companies," said Ellen Wax, the WWC's executive director.

The check represents a portion of the proceeds from the Industry and Art Showcase, an exhibition that features depictions of the harbor by both professional artists and WWC members' employees.

Such partnerships are an

ongoing part of the Port's community engagement activities which also include a robust educational outreach program and workforce development.

PORT ACHIEVES INTERNATIONAL ENVIRONMENTAL STANDARD

The Port of Portland has recently received certification to the international standard, ISO 14001 for Environmental Management Systems. The Port is one of the first, and one of the few, consolidated ports to receive the certification for all its operating areas. An EMS is a framework that organizations around the

globe use to proactively identify and manage impacts on the environment, which is centered on the principle of continuous improvement.

In addition, the EMS reduces risk and makes good business sense. Through its EMS, the Port sets annual goals focusing on five key programmatic areas - air quality, energy management, water resources, natural resources and waste minimization - and reports on performance.

The Port has operated its EMS in conformance with ISO 14001 since 2000, but last year marked the first time the Port sought certification through a third-party accreditation agency. Experienced auditors performed an intensive review and on-site inspections of the Port's EMS and overall operations.

The Port received the certification from Bureau Veritas, earning exceptionally high marks from the audit team that expressed: "This EMS is the most comprehensive, advanced and effective to be audited by this audit team with a combined 38 years of experience auditing to the ISO 14001 standard."

The certification marks a significant achievement and also demonstrates a commitment to continue to assess the Port's performance and seek ways to improve its environmental programs and practices on an ongoing basis.

PLANTING PROJECT HELPS MAINTAIN AVIATION SAFETY

A two-year project designed to keep Portland International Airport free of



obstructions and maintain safe aircraft operations is now complete. In late 2013, the Port of Portland removed trees that were starting to grow into the federally-regulated airspace at PDX.

A stand of about 400 black cottonwoods located in the Blue Economy Parking Lot were growing to heights that had begun to penetrate regulated airspace. If the growth continued unchecked, the trees could have affected the instruments that help aircraft land on the north runway at PDX.

Topping the trees was no longer a safe and effective option; permanently removing the cottonwoods provided the most long-term and sustainable solution. The cottonwoods were replaced with more than 23,000 native shrub and small tree species such as vine maple, Oregon grape, red-flowering currant and native roses and willow. The new vegetation, planted in February, was placed amongst other tree and plant species that were allowed to remain on site because they did not pose a present or future risk to the airspace.

AIRPORT CARBON ACCREDITATION

Portland International Airport has become the fourth airport in North America to be certified to an internationally recognized carbon accreditation system for the aviation industry.

The Airport Carbon Accreditation program is a system launched by Airports Council International; it started in Europe in 2009 where it has been widely in use since. The system provides a common standard for airports across the globe to measure carbon emissions and commit to reduction actions. With a recent expansion to North America, PDX committed to be an early adopter of the system. PDX joins Aéroports de Montréal, Victoria International Airport and Sea-Tac International Airport, and more than 100 airports worldwide, in officially attaining the certification.

The Port of Portland brings a wealth of experience in carbon accounting to this new process. As part of its commitment to promote clean air and reduce impacts to global climate change, the Port signed on as a founding reporter of The Climate Registry in 2008. The Port has reported greenhouse gas emissions organization-wide in each subsequent year. Through a number of actions, the Port has already reduced greenhouse gas emissions to about 65 percent below 1990 levels.

The Airport Carbon Accreditation program provides the Port with a framework to manage and independently verify carbon emissions specifically related to operations at PDX.

PORT AND PARTNERS FOCUS ON PORTLAND LEVEE SYSTEM

They protect people, property, and critical infrastructure, but many in the broader community are unaware of their existence.



From North Portland all the way out to the Sandy River, a series of levee systems has been in place since 1917, designed to guard against flooding from the Columbia River.

In the wake of Hurricane Katrina, and other large storm events, the levees that protect Portland and cities across the nation must now meet more stringent standards put in place by the Federal Emergency Management Agency and U.S. Army Corps of Engineers.

In order to qualify as a risk reduction system under the National Flood Insurance Program, local jurisdictions that manage levees must prove that they meet federal standards of protection for a 100-year flood event. Multnomah County Drainage District is the local jurisdiction charged with operating and maintaining the series of levees. In 2013, MCDD received notification that portions of the system were no longer meeting federal standards.

Many of the Port of Portland's facilities and business activities are located within areas protected by the levee systems. The Port is actively participating, along with about 20 other jurisdictions and regional partners, in an Oregon Solutions project designated by the Governor's Office. The collaborative process is designed to identify solutions to secure funding to investigate the condition of the levee systems and develop options for funding repairs. For more information, visit <http://orsolutions.org/osproject/MCDD>.

CHANGES AFOOT

Go ahead and Google it – “Portland International Airport carpet”. You’ll get nearly 400,000 results.

You’ll find PDX carpet on Facebook, Twitter, Instagram and Wikipedia. The iconic carpet pattern has become a social media phenomenon, and has inspired a vast array of products featuring its design. You could say its news coverage carpets the pathway from the *Los Angeles Times* to *The Wall Street Journal*, and abroad.

It’s difficult to know why the carpet’s celebrity status emerged. Some say it came from Tweeting photos of feet on the carpet, signifying a feeling of being home. Others say it’s just in keeping with a local slogan, “Keep Portland Weird.” In spite of the fondness, one thing is for certain – the beloved, but aging, carpet is being replaced.

However, new carpet is just the beginning of PDX improvements. As Portland International Airport nears its 75th anniversary this October, work is well underway preparing for the next 75 years. Several major development projects are on the horizon to ensure it stays on the leading edge of airports nationwide.

PDXNext

Collectively known as PDXNext, this suite of major airport improvement projects will continue providing award-winning comfort and convenience for travelers, operational efficiency, and safety and security.

The Port of Portland will make every effort to minimize construction project impacts to passengers and airport partners during redevelopment.

The following PDXNext construction and planning projects represent a nearly \$190 million investment in the airport; more projects will follow as they take shape.

Install New Carpeting

Construction crews are replacing the beloved, nearly 30-year-old carpet now through November. The work is replacing approximately 13 acres of carpet – enough to cover about 10 football fields.

Carpet provides a comfortable, quiet travel experience. The modernized new carpet design features calming colors, and represents



images of flight, nature and structures found in the Pacific Northwest and at PDX, such as airplane wings, leaves, and the terminal roadway canopy.

Project partners include:

- Zimmer Gunsul Frasca Architects LLP of Portland, Ore.; conceptual pattern of new design
- Hennebery Eddy Architects, Inc. of Portland, Ore.; final product development, logistics and construction support
- Emerick Construction Co., Happy Valley, Ore.; general contractor
- Rubenstein’s, Portland, Ore.; carpet purchase and installation
- J+J Flooring Solutions, Dalton, Ga.; carpet fabrication (for most of the carpet)

Open New Shops & Restaurants

Eleven new PDX shops and restaurants are now serving, or will soon serve, PDX passengers. The businesses are the first phase of a three-year airport concessions redevelopment, which runs through 2017 and is designed to continue bringing PDX travelers new food, beverage and retail choices.

New shops and restaurants include: Bambuza Vietnam Kitchen, Café Yumm!, cc McKenzie (expanding existing PDX operations), Henry’s Tavern, Hissho Sushi, Metalsmiths Sterling, MOD Pizza, Mo’s Seafood & Chowder, Potbelly Sandwiches, Subway Sandwiches, and The Country Cat at PDX. Other recent additions in the Oregon Market include food carts: Bro-Dogs + Burgers, Koi Fusion, and Pok Pok. With the new shops and restaurants in 2015, PDX offers 67 locations to shop and dine.

Remodel Federal Inspection Station

Remodeling of the Federal Inspection Station is underway through fall 2015 to improve comfort and efficiency and provide a more welcoming environment for passengers arriving from international destinations.

Renamed the “International Arrivals Hall,” the project will open up floor space, improve lighting, install new carpet, refresh painted walls, and add wall graphics. Upgrades will include new informational video monitors displaying state tourism destinations, and the installation of Wi-Fi.

Two new canopies are also planned in 2015 to keep international travelers dry when boarding buses from the International Arrivals Hall to the main terminal.

Upgrade and Expand Security

To enhance security and comfort, the airport will see a complete replacement of the PDX security access control system, a relocation and expansion of both north and south security checkpoint exit lanes and new passenger waiting areas. Work on these projects spans through August 2016.

The access control system upgrade will include replacement of locking systems on airport security doorways, new airfield gates and airfield check stations, as well as a new training facility for teaching airport workers about safety and security requirements.

The new, wider exit lanes at security checkpoints will feature doors that automatically lock out anyone entering the exit lane. Comfort will improve for those waiting for arriving passengers with the development of two new waiting areas.

Extend Concourse E, Relocate Airlines, Balance Terminal

Currently, there is an imbalance in the number of passengers who use the north and south sides of the airport. Efforts are underway through 2017 to balance terminal usage; construction begins this fall. The work will extend Concourse E and improve adjacent ground loading facilities. Terminal balancing is needed to increase the efficiency of airport operations, extend the longevity of existing terminal facilities, and increase the level of service for passengers flying on ground-loaded aircraft.

Currently, the largest two air carriers at PDX – Alaska Air Group and Southwest Airlines – are located on the south side of the airport terminal building; two-thirds of PDX passengers are using the south side



Concept drawing for the upper level of the Concourse E extension.

of the terminal. To better balance passengers between the north and south concourses, Alaska Air Group will move from Concourse A, B and C to Concourse E, and United Airlines will move from Concourse E to Concourse C sometime in 2017.

Redevelop Terminal Core

Preliminary planning is expected to begin in summer 2015 for a comprehensive terminal core redevelopment at PDX. The terminal core includes the existing ticket lobby, Oregon Market, security checkpoints and baggage claim area. More details about this concept and project will emerge as they become available.

With all these improvements on the way, what’s the question that’s still on everyone’s mind?

“How do I get a piece of the PDX carpet?”

Check out the answer on page 9, or find it on www.pdx.com.

CALENDAR

April

15

Gateway to the Globe
11:30 a.m. – 1:30 p.m. • Hilton Portland
Downtown

May

6

Hillsboro Airport Roundtable Exchange
5:30 – 7:30 p.m. • Hillsboro Civic Center,
Rooms 113 B & C, 150 E. Main St., Hillsboro

7

PDX Citizen Noise Advisory Committee
5:30 – 8:00 p.m.
PDX Terminal, St. Helens Conference Room

7

Troutdale Airport Planning Advisory Committee
5:30 – 8:30 p.m.
McMenamins Edgefield
2126 SW Halsey St., Troutdale

9

St. John's Bizarre
10:00 a.m. – 7:00 p.m.
N. Philadelphia at North Lombard St.

13

Port of Portland Commission Meeting
9:30 – 11:30 a.m.
Chinook Room, Port of Portland headquarters

13

Troutdale Airport Open House
4:00 – 7:00 p.m.
999 NW Frontage Rd., Troutdale

18

Celebrate Trade Gala
6:00 – 9:00 p.m. • Portland Art Museum

June

10

Port of Portland Commission Meeting
9:30 – 11:30 a.m.
Chinook Room, Port of Portland headquarters

17

Troutdale Airport Planning Advisory Committee
5:30 – 8:30 p.m.

McMenamins Edgefield
2126 SW Halsey St., Troutdale

24

PDX Citizen Noise Advisory Committee
1:30 – 4:30 p.m.
Chinook Room, Port of Portland headquarters

Visit us online

There are several ways to follow the Port of Portland on social media – including a new PDX Facebook page and a new corporate Twitter account. Here is a full menu of all of the various channels the Port uses to keep the community up to date on Port events and activities:

Corporate Facebook: www.facebook.com/portofportland

PDX Facebook: www.facebook.com/flypdx

Corporate Twitter (@PortOfPortland): twitter.com/PortofPortland

PDX Twitter (@flypdx): twitter.com/flypdx

Bill Wyatt Twitter: twitter.com/bmwwyatt

Port of Portland LinkedIn: www.linkedin.com/company/165514

Port of Portland YouTube Channel: www.youtube.com/user/portofportland

Learn more about the Port of Portland at www.portofportland.com. Online newsletters are located in the Publications section of our website:

Port Currents – Community and Environmental news: www.portofportland.com/publications/PortCurrents/

Port Dispatch – Marine Marketing news: www.portofportland.com/publications/PortDispatch/