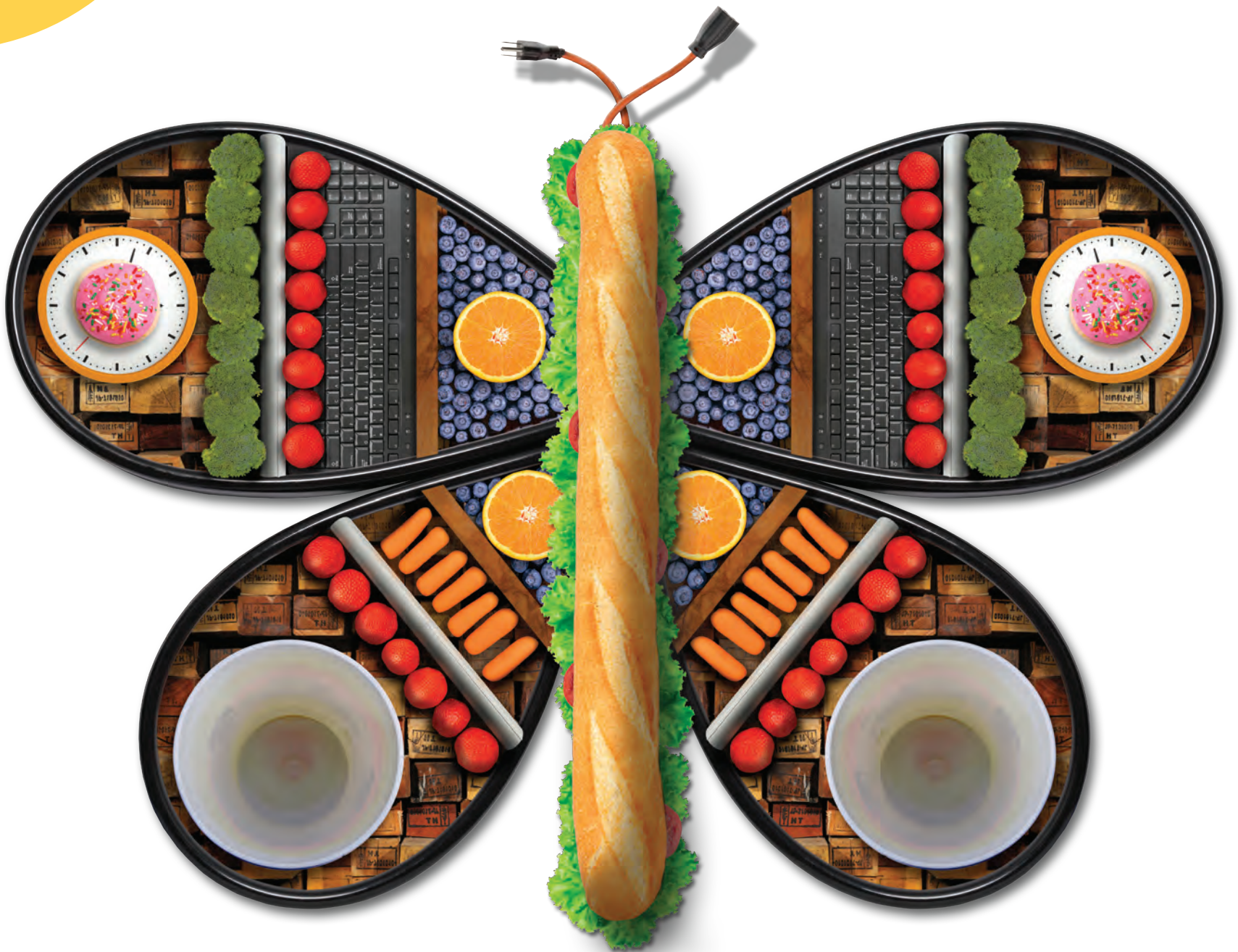


SUMMER 2014

# PORTSIDE

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



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**U.S. HEADQUARTERS**

Port of Portland  
7200 N.E. Airport Way  
Portland, OR 97218 U.S.A.  
P.O. Box 3529  
Portland, Oregon 97208 U.S.A.  
T: 503.415.6000  
TF: 800.547.8411 (U.S. only)  
F: 503.415.6001

[www.portofportland.com](http://www.portofportland.com)

**OVERSEAS OFFICES**

**Tokyo, Japan**  
Masaaki (Masa) Mukouchi, Director, Japan  
Lusis Bldg. 4th Floor  
2-16-1, Higashi-Shimbashi,  
Minato-ku Tokyo 105-0021, Japan  
T: 81.3.3436.8351  
F: 81.3.3436.8352  
Email: masa.mukouchi@portofportland.com

**Seoul, Korea**

Jin Won (Jim) Kim, Representative  
Ji Hyun Moon (Joanne), Adco  
Suite 1507 Dongyang B/D,  
Sokong-dong 112-6, Chung-ku  
Seoul Korea 100-070  
T: 82.2.753.1349  
F: 82.2.753.5154  
Email: portpltdkorea@kornet.net

**Hong Kong**

James Webb, Representative  
Sun Hing Shipping Co., Ltd.  
10/F., United Centre,  
95 Queensway, Hong Kong  
Telephone: 852 3667 3382  
Fax: 852 2754 4489  
Email: jameswebb@sunhinglogistics.com

**Shanghai, China**

Charles Wang, President  
Zoey Zong, Representative  
Port of Portland  
c/o Global Goodwill Logistics Corp.  
Cell 03, 7 Floor, Block C  
Senling Real Estate  
No. 469 Wu Song Road  
Shanghai 200080, China  
T: 86.21.6356.8969  
F: 86.21.6359.8991  
Email: zoey.zong@formosa.sina.net

**Tianjin, China**

Jackie Xu, Representative  
c/o Global Goodwill Logistics Corp.  
1-2202 R & F Center,  
Jiangxi Road and Hefei Avenue Intersection,  
Hexi District, Tianjin, 300230, China  
T: +86-22-2319-3979  
F: +86-22-2319-3980  
E-mail: jackie.xu@formosa-tj.cn

**Taipei, Taiwan**

Charles Wang, President  
Miko Chang, Representative  
Formosa Transportation Co., Ltd.  
12F, No. 164, Fu Hsing North Rd.  
Taipei 104, Taiwan  
T: 866.2.8712.8877  
F: 866.2.8712.3600  
Email: Margaret.wei@formosatwn.com.tw  
Miko.chang@formosatwn.com.tw

**PORT OF PORTLAND COMMISSION**

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Information Technology

**KEY MARKETING CONTACTS**

Greg Borossay • Trade and Cargo Development  
Email: greg.borossay@portofportland.com  
Sebastian Degens • Terminal Business  
Development  
Email: sebastian.degens@portofportland.com  
Jeff Krug • Autos, Bulks and Breakbulk  
Email: jeff.krug@portofportland.com  
Joe Mollusky • Industrial Properties  
Email: joe.mollusky@portofportland.com  
Martha Richmond • Corporate Marketing and  
Media Relations  
Email: martha.richmond@portofportland.com  
David Zielke • Air Service Development  
Email: david.zielke@portofportland.com

**PRODUCTION TEAM**

Sherry Brookshire • Sebastian Degens  
Steve Johnson • Annie Linstrom  
Jerry McCarthy • Martha Richmond  
Michael Satern • Jayson Shanafelt  
Kama Simonds • Dorothy Sperry  
Josh Thomas • Lisa Timmerman  
Chris White • David Zielke

To request **PORTSIDE** information, please  
email [sherry.brookshire@portofportland.com](mailto:sherry.brookshire@portofportland.com).



**New Life for Discarded Materials**

Oregon has a well-deserved reputation for recovering and recycling materials, starting with the passage of the landmark Bottle Bill in 1971. More recently, Portland's own recycling habits have earned it a skit on the popular television show, "Portlandia," where lead actors, Carrie Brownstein and Fred Armisen, appear as the Sanitation Twins, obsessed with sorting and recycling even the most ridiculous materials.

Whether at work, at home, or out and about, it's not difficult for the eco-inclined individual to find an appropriate bin for recycling. As fond as any tried-and-true Oregonian is of recycling, it's really just the tip of the iceberg. Recycling is only one-third of the ubiquitous "chasing arrows" symbol that adorns recycling bins across the nation; it is equal parts "reduce" and "reuse."

Port of Portland facilities are responsible for moving people and goods on a large scale. Portland International Airport

welcomed 15.1 million travelers last year and Port marine terminals moved almost 12 million tons of cargo. With such large volumes of people and goods coming and going, waste is an unfortunate, but inevitable, by-product. In a world of finite resources, minimizing waste and repurposing waste materials doesn't just feel good, it's also good business and can provide an array of community benefits as well.

The Port has a robust waste management program in place and benefits from an 11-year partnership with Portland

**“The nexus of industry and public-sector innovation here provides the perfect setting to pilot real-world solutions that can eventually be scaled to create broader economic benefits and meaningful waste diversion.”**

Rob Elam, Rebright Industries CEO

State University’s Community Environmental Services program. Its student consultants, who work out of Port offices, provide the Port with a deeper bench to develop innovative waste management solutions using research, data collection, outreach and technical assistance.

**Getting A Handle On Waste Challenges**

Even with the best programs in place, the ability to recover some materials for reuse depends on whether there is a market for the product and a process in place to refinish the material and give it new life. Thankfully, in addition to its waste minimization

proWess, the Portland metropolitan area also boasts a robust green building industry.

At PDX, the Port has worked with local entrepreneurial start-up Rebright Industries in its quest to develop a repurposing solution for a

fixture that many people have touched hundreds of times. Handrails affixed to moving walkways and escalators are made of a composite of high-density synthetic rubber, canvas and metal. Currently, there is no known recycling solution for the material. Each handrail is custom fit and needs to be replaced every four to six years, but that lifespan can easily be cut short. If a crack, dent, ripple or bubble develops on the rail, the entire piece must be replaced.

The Port stockpiled retired handrails destined for the landfill and sent them to Rebright Industries to develop reuse concepts for the material in Portland’s burgeoning green building industry and beyond.

“Portland is a global leader in waste reduction, making it a great place to develop new solutions,” says Rebright Industries CEO, Rob Elam. “The nexus of industry and public-sector innovation here provides the perfect setting to pilot real-world solutions that can eventually be scaled to create broader economic benefits and meaningful waste diversion.”

Rebright Industries also partnered with Portland State University’s School of Architecture to study the properties of the material and develop prototypes. Professor Margarette Leite guided the students as they created a variety of building fixtures including bike racks, benches, flooring, railings, moldings and planters, currently on display at PSU’s Shattuck Hall.

PDX alone has 24 escalators and 26 moving walkways. If larger-scale repurposing of the material moves forward, it could have implications well beyond the boundaries of the airport. Across the globe, the handrails are commonplace in malls, large office buildings, conference centers, and hotels. In the meantime, the

material has been given to marinas to protect docks from wayward boats. Similarly, worn belts from PDX’s baggage handling system have been sent to horse stables where they are used to protect wooden walls from the flying hooves of their equine occupants.

**From Dockside Shabby To Foodie Chic**

Another local green building industry supplier, Viridian Reclaimed Wood, was born out of waste produced at the Port’s Terminal 2 and Terminal 6. When breakbulk cargo is loaded onto a ship, dunnage – wood material used to help secure cargo – also makes the trans-ocean journey. Once it reaches its destination, the wood is often treated as a waste product.

Each ship calling on the terminals could produce as many as 30 dumpsters of dunnage and other waste. Viridian Reclaimed Wood co-founders Joe Mitchoff and Pierce Henley saw something beautiful in the scrappy sticks of waste wood and pioneered a process that converts the waste wood into finished products. The wood originates from far-flung locations and consists of tropical hardwoods or other softwoods from overseas that are not easily obtained in the United States.

Viridian Reclaimed Wood now recovers more than a million board feet of lumber each year from Terminal 2 and Terminal 6. The refinished product appears in popular Portland locales such as the Multnomah Whiskey Library, the Oregon Museum of Science and Industry’s Theory Eatery and the newly opened Jackknife Restaurant at the Sentinel Hotel (formerly the Governor Hotel).

“Reclaiming this type of waste is gritty work, but it is so rewarding when you see the wood given new life in a finished product,” says Mitchoff. “We are continually amazed by the creative things Portlanders do with the wide variety of wood we recycle from the Port.”



Courtesy of Viridian Reclaimed Wood

Last year, the *Portland Business Journal* awarded Viridian Reclaimed Wood the Innovation in Sustainability Award for the waste wood refinishing process.

**Sharing PDX’s bounty**

In some cases, material that would typically be discarded at Port facilities can provide a community benefit. This very concept allowed the Port to launch a highly successful food donation program last year.

The Port’s waste minimization team observed high-quality, nutritional foods – fresh sandwiches, salads, breakfast pastries and



parfaits – sent to compost because many vendors’ internal quality standards only allow them to display their offerings for a day or two. U.S. Food and Drug Administration standards deem that prepackaged foods are acceptable for consumption for much longer with proper storage, making them a valuable commodity for local meal programs.

Nonprofit St. Vincent dePaul now calls on PDX three times per week to pick up the donations. The program contributed 58,000 pounds of food in its first 14 months; the Port is seeking to expand the program to other food-generating businesses near the airport.

**From Pallets And Pickles To Trendy And Trees**

Similar to the marine terminals, PDX also faces challenges with waste wood. Many tenant deliveries and cargo shipments come to PDX on pallets, leaving the Port with a surplus of more than a hundred pallets each month. Though there are firms in the Portland area that recycle pallets, security access at the airport is a significant barrier, causing the Port to pursue more creative options.

Last fall, surplus PDX pallets made an artful appearance at the Time Based Art Festival, an annual community-based project sponsored by the Portland Institute for Contemporary Art. The event took place in the 40,000-square-foot Northwest Portland warehouse owned by logistics and freight transportation company, Con-way. The pallets were a perfect fit for the event’s industrial chic theme. The design/build team crafted almost 300 pallets into steps, signage, a greeting table and three bar areas for the celebration.



With the festival now a distant memory, the Port’s newly established relationship with St. Vincent dePaul provides a more sustainable option for returning the pallets to a functional life. St. Vincent dePaul now retrieves the pallets for use in their food bank warehouse and distribution operations during their regular scheduled food donation pick-ups.

Many PDX restaurants receive bulk food products in five-gallon buckets. Dozens of the buckets are discarded in PDX’s central waste collection area each day. The Port’s waste minimization team did not have to look far to identify a new home for them. The Port has worked with Friends of Trees for several years, sponsoring and participating in tree plantings near the airport. The bulk food buckets are well-suited to the nonprofit’s planting operations.

The Port has sent hundreds of buckets to Friends of Trees, which are used for mulching, watering, and carrying planting tools for Friends of Trees’ Neighborhood Trees and Green Space Initiative programs.

“Buckets would be a huge cost if we were unable to get them donated by the Port of Portland,” says Neighborhood Trees Manager, Whitney Dorer. “We use the buckets on a daily basis to help plant and care for trees in our community. It seems like a small thing, but to us, it really makes a huge difference. Just like planting a tree!”

Though the people and goods that flow through the Port’s facilities reach many corners of the globe, materials that would traditionally be discarded as waste are finding new homes locally. Recycling is already in the DNA of most Oregonians. Now, reusing and repurposing materials is making substantial strides due to forward-thinking innovators in the private sector and strong partnerships with community-benefit organizations.

by Lisa Timmerman

Special thanks to Port of Portland Technical Assistance Project student consultants Todd Ashley and Eddie Montejo for contributing to this article.

# GETTING TO

Zero Waste is an approach to waste management that emphasizes waste prevention and reduction over strategies where waste is incinerated or sent to a landfill. There are many recognized definitions of Zero Waste.

The Port of Portland has embarked on a five-year, organization-wide plan to achieve Zero Waste at all its facilities. The goal is to divert 90 percent or more of the organization's waste from the landfill.

# ZER



## Reduce

This strategy provides the greatest environmental benefit by using thoughtful planning to reduce the amount of material entering the waste stream in the first place. It is supported by evaluating the necessity of each new purchase and identifying alternatives. Examples of waste reduction may include replacing paper-based systems with digital ones, using durable dishware instead of single-use disposable items, or replacing disposable paper towels with automatic hand driers.



## Reuse/Repurpose

Removing material from the waste stream by extending the useful life of a product and thereby reducing the consumption of new products is the key behind the reuse or repurpose strategy. For Portland International Airport tenants, the Port hosts "cleanup events" twice a year to repurpose large, bulky, or unusual items that tenants wish to discard. Many of the items are recovered by local reuse organizations like SCRAP, The Rebuilding Center and the Habitat for Humanity ReStore.



## Recycle

Recycling systems recover a common set of disposable materials such as paper, aluminum, glass and plastics. These materials are often collected as a commingled mix and sent to local material recovery facilities where they are broken down into raw materials. The raw materials are sold as commodities, and then reprocessed into new post-consumer products with recycled content. Port facilities have robust recycling systems. Some locations divert as much as 85 percent of materials through the recycling stream.



## Compost

Composting systems collect food scraps and other natural materials, which are processed into compost. The compost is resold or sent to an anaerobic digester where the biological breakdown of the material produces biogas, a clean source of energy. PDX was one of the first facilities in the region to start a food waste collection program, which currently diverts as much as 12 tons of food waste material per month.



## Energy Recovery

Some jurisdictions use incinerators to burn garbage at high temperatures to produce energy. Burning waste materials provides an added benefit of creating energy, but also results in emissions of air pollutants.



## Landfill/Disposal

Land-based placement of discarded materials is the most common method of handling garbage in the United States. Landfills must be managed indefinitely to prevent contamination of soils and groundwater. Landfills also produce methane gas as materials breakdown. New landfills are difficult to site in urbanized areas and many landfill facilities require waste to be trucked several hours away.



# Aviation



## BURGERVILLE OPENS AT AIRPORT

Portland International Airport is proud to host the newest Burgerville restaurant, now open on Concourse D.

The experience, look, and menu at PDX Burgerville were co-designed by Burgerville and its guests to satisfy various needs of PDX travelers and airport employees. These innovations include a unique ordering method designed to make every moment memorable for guests, an iconic Burgerville Northwest Signature Menu, and travel-ready Burgerville Fresh offerings featuring local artisan foods, quality ingredients and a fresh perspective on convenient and quick nourishment.

Opening at 5 a.m. daily, PDX Burgerville will serve breakfast until 11 a.m. Well-known for its seasonal offerings, Burgerville fresh strawberry milkshakes, smoothies and lemonades are available through June.

“Our newest restaurant reflects the feedback and input we’ve received from PDX travelers and airport employees throughout the design process,” said Jeff Harvey, Burgerville CEO and president. “We will continue to evolve to respond to our guests’ needs and wants as we move forward.”

Since menu items at PDX Burgerville are created largely from food grown and produced in the Pacific Northwest, an estimated 85 percent of the restaurant’s food costs are spent locally sourcing ingredients from 988 farms, ranches and artisans inside a 400-mile food shed.

## PDX-TOKYO ROUTE TURNS 10

It may seem like just yesterday when the service started, but Portland International Airport’s nonstop route to Tokyo is now 10 years old.

Like then, the Delta Air Lines flights are still the fastest way to travel between Portland and Japan, and they continue to support the regional economy.

The mood was festive June 10, 2004, as business and government leaders from Oregon and Southwest Washington boarded the inaugural flight to Narita International Airport. Passengers included 70 members of an Asia trade mission delegation sponsored by Governor Ted Kulongoski.

All hailed the new flights for saving travelers three hours of round-trip travel time by eliminating stops or transfers at other airports. The route was a major win for business and government leaders, including members of the International Air Service Committee, who worked hard to establish nonstop air service to Asia.

Initially, flights operated on Northwest Airlines DC10-30s, prior to the subsequent merger with Delta. Now, Delta flies upgraded Boeing 767s, offering passengers lie-flat seats plus inflight entertainment throughout the new interior.

The economic activity associated with the route is as important today as it was then. The flights support \$95 million annually in local business revenues, 1,248 jobs, and \$38.8 million in wages. The route also accounts for \$3.7 million in state and local taxes.

## PDX’S WALT FROMAN HONORED

In March, *Airport Revenue News* recognized Portland International Airport’s Walt Froman as one of the best airport concessions managers in North America.

Froman, Port of Portland senior manager of concessions marketing and operations, received the 2013 Property Manager of the Year award as part of the publication’s Best Airport & Concessions Awards.

Each year, ARN solicits nominations for the awards from airport professionals across North America. Froman was one of 28 nominees, and was selected by his peers along with co-winner Randy Goodman, general manager, concessions development, Houston Airport System.

“Walt has worked at PDX for 15 years and has consistently surpassed the expectations of his team and the tenants he supports,” said Vince Granato, Port chief operating officer. “Walt is well known throughout the industry for his dedication, business savvy, and his ability to get positive results. He has great pride in our concessions program and works to ensure our PDX tenants and the Port are successful.”

Froman tallies more than 40 years of experience in the retail industry, including his work at PDX. Among Froman’s positions prior to PDX: general manager of Lloyd Center in Portland and general manager of Vancouver Mall in Washington.

## AIRPORT ART DISPLAYS RELAX TRAVELERS, BOOST DELIGHT

Portland International Airport offers passengers many art options to enhance the overall traveling experience.

Now on Concourse A, James W. Earl’s “Window Seat” exhibit portrays a series of large-scale aerial photographs captured on Google Earth, offering passengers a unique perspective on American farmlands from 1785 to present day. The exhibit ends in October.



Artist Anne Crumpacker exhibit on Concourse E

Also on Concourse A, “Areal Density”, by Susan Murrell. Murrell uses a combination of watercolor, acetate, vinyl and mixed media to show the balance between organic and technological worlds. Her work is often compared to circuit boards – complex panels of circuitry linked by rigid, linear connectors. The exhibit ends in November.

On Concourse E, artist Anne Crumpacker displays “Bamboo Art: Crosscut & Interconnected”, an exhibit that demonstrates the strength and elegance of bamboo. In this exhibit, Crumpacker incorporates the use of circles with Japanese aesthetics and bamboo. The exhibit ends in late July.

Opening this July, a vivid photography collection by Paul Bowman and John Kane shows on the Concourse Connector for one year. New site-specific artwork opens in the ticket lobby in August.

Designed to illustrate the rich cultural heritage of the Pacific Northwest, PDX’s art program aims to provide a peaceful, relaxing, and stress-free environment for travelers.

## USO CENTER OPENS AT PDX

Members of the military and their families now have a special place when traveling through Portland International Airport.

A United Service Organizations center returned to Oregon after 41 years with the opening of the USO Northwest center in PDX earlier this month. A grand opening is scheduled July 1. The center operates from 5 a.m.-9 p.m. every day, located pre-security in the central terminal near the PDX Conference Center.

New USO Northwest PDX Center Manager Christine Vu leads 80 volunteers, ready to support local military and their families. The 635-square-foot center offers snacks, drinks, videos, books, magazines, Wi-Fi, and the use of computers at no cost.

Several local companies donated items and expertise to the center, and the Port of Portland provided the space.

“I am so grateful for such an amazing opportunity,” said Vu, who was also USO Northwest’s Volunteer of the Year for Oregon in 2013. “I’m so excited to be able to reach out further to the military community in Oregon and Southwest Washington, and honored for the chance to give back to a community that has sacrificed so much!”

USO Northwest serves 500,000 Active-Duty, Reserve, Guard and their families annually throughout Oregon, Washington, Idaho and Alaska, and is part of the national USO.

## TROUTDALE AIRPORT MASTER PLANNING EFFORT UNDERWAY

The Port of Portland is embarking on a two-year master planning process for the Troutdale Airport. This study will assist the Port in determining what role the airport will play in meeting the Port’s mission. The project will provide a better understanding of the complex relationship between aviation uses at Troutdale Airport and surrounding land uses.

The master plan will consist of multiple elements including a detailed inventory of airport tenants, facilities and uses categorized by market segment, a demand forecast, an assessment of land required for future operations, and a series of development scenarios.

“We’ll look at which markets are served by the airport, and how those markets will change,” said Port consultant Steve Schreiber. “We’ll also study how Troutdale relates to other airports in the region.”

The study will consider interaction between Troutdale Airport’s and Portland International Airport’s airspace. Operations at Troutdale can cause delays at PDX. The analysis will also seek a better understanding

of Troutdale Airport’s compatibility with the adjacent Port-owned Troutdale Reynolds Industrial Park.

The Port has assembled a 21-member planning advisory committee, which includes airport tenants, community members, and business and government representatives from Troutdale, Fairview and Gresham. View project information online at: [www2.portofportland.com/airports/troutdale](http://www2.portofportland.com/airports/troutdale)

## GEARING UP FOR AIR SHOW

Air show fans are gearing up for one of the premier aviation events in the Northwest – the Oregon International Air Show running Sept. 19-21 at Hillsboro Airport.

More than 80,000 fans are expected to attend this year’s event, which includes the Canadian Forces Snowbirds, the U.S. Air Force’s F-22 Raptor demo and Heritage Flight Teams, the U.S. Marine Corps AV-8B Harrier and the U.S. Army Golden Knights parachute team. The Snowbirds’ last appearance in Oregon was in 1993; this is the first-ever appearance of the F-22 Raptor demo team in Oregon.

Military jets are on display for children and adults; a variety of food vendors and exhibitors, fireworks, and kid-friendly attractions will also add to this family-friendly event. Air show information is available at [www.oregonairshow.com](http://www.oregonairshow.com) or 503.629.0706.

The air show is widely known for its community outreach efforts and support for the past 27 years. As a nonprofit organization, the air show has donated a total of \$1.3 million in proceeds to 475 nonprofits in the area.

Owned and operated by the Port of Portland, Hillsboro Airport is the busiest airport in the state, handling nearly 216,000 flight operations in 2013, and is an integral part of the region’s transportation system.



Walt Froman, Port of Portland senior manager of concessions marketing and operations; Vince Granato, Port chief operating officer; Bill Wyatt, Port executive director and Burgerville CEO and President Jeff Harvey prepare to showcase the airport’s newest dining option. Burgerville is open daily at 5 a.m.



The Canadian Forces Snowbirds, making their first appearance in Oregon since 1993, is the jet performance team scheduled for the 27th annual Oregon International Air Show, Sept. 19-21 at Hillsboro Airport.

# Marine and Properties



## MARK YOUR CALENDARS FOR SEAPORT CELEBRATION, AUG. 16.

Come one, come all! You're invited to join the Port of Portland at Seaport Celebration this summer – the annual event showcasing the busy Portland harbor. Fun-filled attractions will be back at marine Terminal 4 in the St. John's neighborhood on Aug. 16. Best of all, admission and parking is free!

The celebration features something for everyone: low-priced jet boat rides, interactive displays, live music and entertainment, giveaways, a photo booth and an art show. Food and beverages will be available for purchase.

This family-friendly event is hosted by the Port and supported by many of its customers, tenants and community partners. Its purpose is to bring attendees behind the scenes of a working marine terminal to show its vital link to the economy and local community.

Terminal 4 is located on the Willamette River at 11040 N. Lombard Street adjacent to Cathedral Park in Portland. Additional details are available at [www.seaportcelebration.com](http://www.seaportcelebration.com).

## AUTO BUSINESS DRIVES RIVERGATE LAND SALE TO BNSF RAILWAY

Already one of the largest auto import gateways in the U.S., Portland is also a fast-growing gateway for auto exports. The improving auto market and recent influx of domestically produced vehicles for regional and international markets has prompted the sale of 5.4 acres from the Port of Portland to BNSF Railway.

Located in Rivergate Industrial District, BNSF Railway's 27-acre North Rivergate Vehicle Facility is expanding operations and capacity to include enhanced administrative support, vehicle staging and parking. The adjacent Port-owned property offered additional capacity and a rail easement to support expansion.

"BNSF Railway's investment and growth plans for their auto business are aligned with the Port's business objectives to enhance the Portland region as a hub for auto logistics," said Joe Mollusky, real estate program manager for the Port.

BNSF Railway's automotive rail network provides access to automotive plants throughout the United States and Mexico. Cars and trucks are received by rail in BNSF Railway's Rivergate facility, processed and then distributed by truck to auto dealerships or exported by ship.

Autos are handled at two of the Port of Portland's four marine terminals. Until

2012, the Port was primarily an import gateway, but automotive exports to Korea and China are now experiencing strong growth. Portland is the second largest auto import gateway on the U.S. West Coast and fifth largest in the nation.

## DTNA DIGS IN ON SWAN ISLAND

This summer, Daimler Trucks North America will break ground on a landmark, 270,000-square-foot headquarters building on Swan Island. The nine-level building will be built to LEED Platinum standards and will include a new, four-level parking structure. In total, the offices will house up to 1,200 employees.

DTNA announced the estimated \$150 million campus expansion project last September. In addition to construction jobs, when it is completed in 2016, the new development is expected to yield more than 350 new high-salary jobs in the local community and support economic growth in the region.

Involvement and contributions by Business Oregon, Portland Development Commission and the Port of Portland were integral to land the project in Portland. Last October, the Port amended a long-term lease and negotiated a sale agreement with DTNA to enable the project to proceed.

Freightliner Trucks started in Portland more than 70 years ago; Daimler-Benz AG purchased Freightliner from Consolidated Freightways in 1981. Today, DTNA operates a truck factory on Swan Island and the company produces an array of commercial transportation vehicles including: Freightliner Trucks, Western Star Trucks, Thomas Built Buses, Freightliner Custom Chassis, Detroit engines and axles, Alliance Parts and SelecTrucks.



Rendering of the new Portland headquarters building for Daimler Trucks North America, to be completed in 2016.

## CRANES REMOVED AT TERMINAL 6

In March, the Port of Portland had two antiquated cranes removed from service, dismantled and salvaged at Terminal 6. Advanced American Construction executed the project, which was funded by the Port.

Due to their size, age and functionality, the cranes were essentially outmoded. Cranes 6376 and 6377, the smallest of five Panamax-sized container cranes, were originally installed in 1981. Parts salvaged from the disassembled cranes can be utilized as replacements if future crane repairs become necessary.

Removal was part of the initial lease agreement between the Port and terminal operator ICTSI Oregon, Inc., which expressed a desire to operate the site with seven container cranes rather than nine. ICTSI Oregon has a 25 year lease to operate the container facility at T-6.

In addition to three remaining Panamax cranes, there are four larger post-Panamax container cranes in operation at T-6. Panamax cranes are designed to service container ships capable of traversing the Panama Canal, while post-Panamax cranes can load and unload from much larger and wider ships. The cost of a new post-Panamax crane can easily total more than \$10 million.

## BOARD OF MARITIME PILOTS NAMES NEW EXECUTIVE DIRECTOR

The Oregon Board of Maritime Pilots has hired Eric Burnette as its executive director.

Burnette will work with the Board, state-licensed pilots, the shipping industry, environmental, community, state and federal regulatory agencies, contractors and the public.

"This is going to be a challenging time for maritime transportation and I look forward to working with everyone involved in this industry to ensure the safety of our waterways," Burnette said.

Burnette most recently worked with the Port of Portland as a Senior waterways planner, and is a graduate of the California Maritime Academy. The Oregon Board of Maritime Pilots licenses and regulates approximately 60 pilots who use their special knowledge of local conditions to direct vessels calling on the ports of Coos Bay, Yaquina Bay, Astoria, Kalama, Longview, Vancouver and Portland.

The Board consists of three public members, three pilot members, and three shipping industry members. The agency exists within the Public Utility Commission of Oregon.



## AWARD PUTS AWC AMONG THE ELITE

At a special event in Las Vegas in April, the logistics provider for Hyundai Motor America, Glovis America, honored Auto Warehousing Company with the 'Club Elite' award for excellence in production and quality over the past year. AWC is the largest full service auto processor in North America, and leases a 130-acre vehicle processing facility at Terminal 6.

AWC's Portland facility handles Hyundai imports and, starting in January 2012, also began exporting Fords to South Korea for the first time. They were Portland's first vehicle exports since 1988 – and that business continues today. Exports of Ford vehicles to China followed in October 2013, supported by a \$2.8 million expansion of AWC's vehicle processing facility.

Financed by ConnectOregon IV state grant funding and a \$560,000 investment by AWC, the processing building was expanded by 27,000 square feet while increasing capacity to more than 110,000 vehicles annually. This expansion project was completed in November 2013. The operation has since hired more than 100 new workers to support the added business, and each vehicle processed brings an estimated economic benefit of \$271 to the regional economy.

## MAGAZINE'S TOP 5 PORTS LIST INCLUDES PORT OF PORTLAND

*Expansion Solutions* magazine featured Portland prominently in its top five list of recipients of the 2013 Award of Excellence for ports, citing new development projects and a commitment to sustainability. The publication targets site selection consultants and corporate real estate brokers, covering industries ranging from renewable energy, biotech, retail and automotive.

The *Expansion Solutions* website noted new construction in Rivergate Industrial District, including:

- expansion of Auto Warehousing Company's processing building,
- sweetener plant for Archer Daniels Midland Company,
- consumer Foods Division Office and Research and Development Center for Japanese food manufacturer Ajinomoto, and
- completion of the South Rivergate Yard to improve freight mobility and rail velocity.

The magazine also mentioned Daimler Trucks North America's plan for a new headquarters building on Swan Island and the Port of Portland's lease of more than 26 acres for PDX Logistics Center in Portland International Center, which will add more than 491,000 square feet of Class-A logistics space.

Visit [www.expansionsolutionsmagazine.com](http://www.expansionsolutionsmagazine.com) for more information.



PDX Logistics Center under construction

# Business and Environmental

## MORT BISHOP/PENDLETON WOOLEN MILLS COMPASS AWARD RECIPIENT

The theme was Tradition of Trade at this year's Gateway to the Globe, the Port of Portland's annual luncheon, which provides updates on Port activities, challenges and opportunities.

Fittingly, C.M. (Mort) Bishop, president of Pendleton Woolen Mills, was named the Port's 2013 Compass Award recipient. Instituted in 2006, the award recognizes the contributions of community individuals and entities that have demonstrated exceptional support for the Port.

Also noted during the award presentation was Bishop's focus on building positive relationships with Oregon's tribal community – the original founders of trade in the Northwest.

"Mort and his family have led the Pendleton enterprise for six generations," said Port Commission Vice President Paul Rosenbaum in presenting the award. "Pendleton's rich American heritage and deep roots in the Pacific Northwest are a source of pride for all Oregonians. In addition, Mort has been a great partner to the Port and has graciously given of his own personal time and energy to help promote the concessions program at PDX."

Founded in 1863, Pendleton is recognized as one of Oregon's heritage enterprises that



Port of Portland Executive Director Bill Wyatt, Pendleton Woolen Mills President Mort Bishop and Port Commission Vice President Paul Rosenbaum celebrate a Tradition of Trade at the Port's 2013 Gateway to the Globe luncheon.

has served as a strong foundation for today's outdoor gear and apparel industry in the region. Pendleton products have been a part of the Portland International Airport experience since 1994 and, with the opening of the signature store at PDX in 2012, have become a favorite of travelers.

More than 500 business leaders, elected officials and community stakeholders gathered for this year's event. To view Bill Wyatt's State of the Port address, as well as a video outlining the Port's 2013 business results, visit [www.portofportland.com/publications.aspx](http://www.portofportland.com/publications.aspx)

## PORT 2014-15 BUDGET ADOPTED

Following two public hearings and a review by the Tax Supervising and Conservation Commission, the Port of Portland Commission recently adopted the Fiscal Year 2014-15 budget.

The budget, which begins July 1, reflects a conservative approach based on continued slow economic recovery and flat-to modest-revenue increases across the Port's aviation, marine and commercial real estate business lines.

Total Port operating revenues and operating expenditures are budgeted at \$261.4 million and \$181.4 million respectively for FY 2015, compared to the Adopted FY 2014 budget of \$262.8 million and \$173.4 million.

Ninety-six percent of Port revenues come from user-based fees for service including airline, rental car, parking and concessions revenue as well as land sales and leases, and marine terminal leases and fees. Approximately \$9.9 million of the Port's budget comes from property taxes, or about 7 cents per thousand dollars of assessed value.

Copies of the Port FY 2015 budget can be found at [www.portofportland.com](http://www.portofportland.com).

## OREGON COMPANIES RECEIVE INTERNATIONAL BUSINESS AWARDS

What do a bicycle helmet company, a band called "Pink Martini" and a Grants Pass manufacturer of air quality monitoring equipment have in common? They were all among the recipients of the international business awards presented by the Oregon Consular Corps and other regional government, international trade and business leaders at this year's Celebrate Trade event.

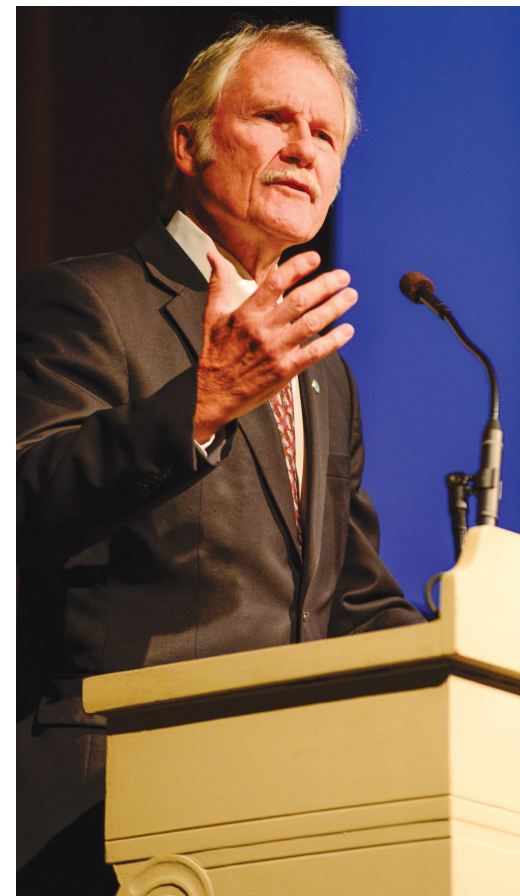
As part of World Trade Week, the annual event recognizes the significant contribution Oregon's traded-sector companies make to the region's economic vitality and quality of life. Awards were given in seven categories.

This year's award recipients included:

Bob's Red Mill Natural Products - Governor's Trade Leadership Award

Met One Instruments, Inc. - Oregon Export Leader  
Shimadzu USA Manufacturing, Inc. - Foreign Direct Investment  
ZGF - Global Leader  
Nutcuse Helmets - New Exporter  
Maria Wulff, President World Affairs Council - Individual Achievement  
Pink Martini - Ambassador Award

The "Celebrate Trade" event also raises funds for the Oregon Consular Corps Scholarship Program, which provides scholarships to students at Oregon universities. These funds allow Oregon's next generation of leaders to study abroad, gain international experience and expand their own cultural competence as they prepare to enter an increasingly global workplace.



Oregon Governor John Kitzhaber, speaking at the Celebrate Trade event, reminded the audience, "trade matters to every Oregonian."

Business Oregon, the City of Portland, Greater Portland Inc., Oregon Consular Corps, Oregon Department of Agriculture, Pacific NW International Trade Association, Portland Business Alliance, Portland Development Commission, the Port of Portland, and the U.S. Department of Commerce hosted this year's event.



## ONE RIVER, MANY VOICES

Many know that a portion of the Willamette River has been listed as a Superfund site. It has been 14 years since the river's listing as such by the Environmental Protection Agency.

These ten miles of river bottom, called Portland Harbor, stretch from approximately the Broadway Bridge almost to the confluence of the Willamette and Columbia rivers. Portland Harbor is heavily industrialized with numerous manufacturing, shipbuilding, petroleum storage and distribution, metals salvaging, and electrical power generation activities. The area has been used for industrial purposes for more than 100 years.

In the next few years, the period of study will conclude for Portland Harbor and the EPA will begin a public process to propose how best to clean up the Willamette River. The public will have a chance to comment on the EPA's Proposed Plan. This is a project that will cost millions of dollars, create new opportunities for business and river improvement, and will affect the community for decades. Yet, public knowledge about this project is still at a basic level.

To help build awareness and community context, the Port of Portland has partnered with a firm called Pagatim to create an audio-cast series of interviews about the Portland Harbor Superfund cleanup.

This series entitled "One River, Many Voices," is designed to be factual and educational, with the goal of building community knowledge about the complex issues surrounding Portland Harbor, possible cleanup methods and the various perspectives that exist around this topic.

Interviewees include tribal members, neighbors near the possible cleanup sites, Willamette Riverkeeper staff from Oregon Department of Environmental Quality, citizens who work on the river, restoration groups and others. The interviewer is Jack McGowan, formerly the executive director of SOLVE. The audio cast will be easy to access, like an audio book with chapters and bookmarks, and will be another way to learn about this important issue. It will be available for download from the Port's website later this summer.

## RENTAL CAR WASH SAVES WATER

Five rental car companies operating at Portland International Airport together will be saving 5.3 million gallons of water per year due to new water reclamation units in their car washing operations. The action follows improvements made last year at the Quick Turnaround Facility (QTA), a consolidated car washing facility at PDX used by many of the rental car agencies.

The new water reclamation units allow rinse water from the car washing process to be reused in the wash cycle. Combined with last year's QTA facility improvements, total water use at the QTA has been cut by almost 11 million gallons per year.

Using less water conserves a natural resource and saves the agencies a substantial amount of money in operating costs.

The QTA had previously been identified as the largest consumer of water at PDX. The Port of Portland is developing a water conservation strategy that will continue to help identify large water consumers and prioritize conservation and efficiency projects.

## 100 BEST GREEN EMPLOYERS

The Port of Portland was ranked number 58 in the *Oregon Business Journal's* list of Best Green Companies to work for in Oregon. The ranking is based on a survey of each organization's employees and the stated benefits that the employer provides.

Employees were asked to rate their employer based on the organization's practices around water and energy conservation, waste reduction and recycling, support for commuting alternatives, buying products locally and avoiding toxic products in the workplace.

The Port's LEED Platinum headquarters building certainly helps put employees in the right frame of mind for embracing green practices, but the survey also emphasized sustainability goals on a broader scale. The Port uses a formal, organization-wide Environmental Management System to

set goals each year and report on progress. At the same time, staff is working to more fully integrate the three pillar framework of sustainability across the organization, which also addresses economic and community issues.

## CHANGES IN THE SHORT-TERM GARAGE COME TO LIGHT

Visitors to Portland International Airport are seeing the short-term parking garage in a whole new light.

Since the late 1980s, the garage had been illuminated with high-pressure sodium light bulbs, which are commonly used for street lamps and emit an orange glow. The Port of Portland recently replaced more than 2,000 bulbs in the garage with high-efficiency fluorescent bulbs.

The Port also installed light-emitting diode (LED) bulbs on the roof of the garage. The fluorescent bulbs were a better fit for the remaining floors due to the low ceilings; the bulbs now match those in the lamps installed in the long-term garage in 2010.

The new bulbs are easier on the eyes of weary travelers and help regular users of the garage, such as rental car companies, better serve their customers during darker evening hours.

The benefits of the new bulbs do not stop with aesthetics. The higher-efficiency bulbs save 1,130 megawatt hours of energy per year, enough electricity to power 247 homes. Energy savings, of course, equate to cost savings. The project is estimated to save \$90,000 per year in energy costs.



## DREDGING THROUGH THE YEARS

**1865**

Portland Mayor Henry Failing authorizes the city's purchase of its first dredge. The city begins efforts to dredge the Willamette River. The river's average depth at the time is 12 feet.

**1871**

The U.S. Army Corps of Engineers establishes an office in Portland and four years later dredges the navigation channel on the Willamette and Columbia rivers to a depth of 17 feet.

**1883**

Senator Henry Corbett successfully lobbies for federal funding for dredging projects and a trans-continental railroad line, helping launch Portland as a serious seaport.

**1891**

The Oregon Legislature establishes the Port of Portland to construct and maintain a 25-foot channel in the Willamette and Columbia rivers. It is the second port authority on the West Coast, after San Francisco.

**1910**

The City of Portland creates the Commission of Public Docks to develop maritime commerce. Four years later Terminal 1, the first municipal dock, opens. The commission eventually operates four waterfront terminals.

**1921**

The Port of Portland acquires Swan Island, considered a key site for the development of the inner harbor. Six years later the Port opens the city's first commercial airport there on a site created with dredged material from the Willamette River.

**1940**

Needing a larger facility to accommodate ever-increasing sizes of passenger and cargo aircraft, the Port of Portland opens the Portland-Columbia Airport, later renamed Portland International Airport. The facility sits on land created from dredged material.

**1970**

The Oregon Legislature consolidates the Port of Portland, a public corporation, and the Commission of Public Docks, a city agency.

**1980**

The eruption of Mount St. Helens on May 18 results in one of the largest dredging efforts in the region. The Port of Portland, U.S. Army Corps of Engineers and private dredging companies work nonstop to clear the navigation channel on the Columbia River.

**2010**

Construction of the current depth of the Columbia River navigation channel, 43 feet, is completed. The Willamette River channel remains at 40 feet.

**2014**

The Port completes the repowering of the Dredge Oregon.



# WORKING ON THE RIVER

**The Story of the Men, Women and Machines that Shaped the Region's Geography, Trade Routes and Economic Vitality**

Throughout Portland's history, efforts to create a safe navigation channel for the cost-effective movement of goods from the Willamette Harbor to the Pacific Ocean have shaped the landscape and economic fortunes of the region.

Early city and state leaders, recognizing the importance of transportation infrastructure in the Portland Harbor, established the Port of Portland in 1891 for the express purpose of dredging the navigation channel from Portland to the sea. They also made investments in roads, railways and runways that positioned the city as an international trade hub. By the mid-1920s Portland had become the region's gateway for the export of wheat, lumber, wool and manufactured goods.

Over the years, the dredging activity that shaped the river bottom to accommodate increasingly larger ships also shaped the region's geography, playing an active role in the physical development of places like Swan Island and Guild's Lake. Oaks Amusement Park, a parking lot at Multnomah Falls, the Columbia River Highway, Portland International Airport and even the Nike campus in Beaverton all sit on fill from dredging activity.

Today, Portland retains its position as a gateway to global trade and the Port, in cooperation with the Army Corps of Engineers, still carries out its original dredging mission maintaining a 40-foot channel in the Willamette and a 43-foot channel in the Columbia River all the way to Astoria – a 103-mile long stretch of waterway. Much of this work is performed by the Port's crew on the Dredge Oregon.

The Oregon has been the Port's workhorse since it was built by Bauer Dredging Company in 1965. The average age of a dredging vessel in the United States is 25 years. The Oregon will turn 50 in 2015. In November 2012, the Port began replacing the vessel's 1960s-era engine as part of complete repower project. First the generators were replaced with smaller, more fuel-efficient engines. The switchgear, distribution panel, cutter motor and gear box that drive the cutter head were also replaced.

Phase II of the project was completed in time for this year's dredge season. The project included the replacement of the dredge's main engine and pump, control system, and control panels in the lever house and engine room.

The result is a more fuel-efficient and cleaner running vessel. In fact, it is estimated that the repowering will reduce diesel particulate emissions by 88 percent, and lower



The Dredge Oregon at work.

greenhouse gas emissions by approximately 40 percent.

In honor of this latest dredging milestone, a new exhibit opened at the Oregon History Museum. It traces the history of dredging area rivers for maritime trade, and brings to life the people and machines whose work on the river has molded the region's geography, trade routes and economic vitality.

"As a trade-dependent state, our marine highways are critical to our region's continued success," said Port Executive Director Bill Wyatt. "A big part of that success as a trade gateway is attributable to what you might call the most important vessel that nobody sees – the Dredge Oregon. It is fitting that we take this opportunity to recognize its role and the ongoing role of the Port's dredging mission."

Through informative panels, artifact displays and videos, the exhibit provides a brief history of dredging, the Port and the importance of Portland as a national and international trade center and seaport. The exhibit also features fun activities for children including games, puzzles and quizzes that test knowledge of world geography and the imports and exports used in daily life.

Visitors to the exhibit will learn:

- From 1898 to today, the Port has owned seven dredges. One of its dredges, the Willamette, was sold in 1930 and destroyed while working in the Pacific Ocean during World War II.
- In 1978, the Dredge Oregon sank at the Port's Terminal 2 on the Willamette River just two days before the start of the dredging season. It took eight weeks of salvage efforts to raise the dredge. The Oregon returned to service the following summer.
- When Mt. St Helens erupted in 1980, debris filled the Columbia River navigation channel, reducing its depth to 14 feet in some areas and stopping maritime trade in its tracks. The Dredge Oregon and several other dredges worked day and night to clear the channel. When all was said and

done, more than 76.5 million cubic yards of material was removed – enough to cover a football field to a height of nearly 7 miles.

- Dredging is not without controversy due to potential impacts to fish and river ecology. Dredging and placement of dredge material is highly regulated by federal and state agencies. In-water work is constantly monitored and restricted to certain times of the year and dredge material is tested. Sediment that does not pass the review process is sent to a landfill. The Port uses material that is deemed safe for humans and the environment for construction projects, beach nourishment and the creation of new wildlife habitats.
- Forty-two Port employees serve as crew on the Dredge Oregon – including those who work on the river and on the shore. During the season – late spring to early fall – the dredge operates 24 hours a day, six days a week. At the end of each dredge season, crew members are either laid off or return to the yard in Portland to work on necessary maintenance and repairs.

The exhibit runs through October 31. The Oregon

History Museum is located at 1200 SW Park Avenue in downtown Portland. Museum hours are Monday – Saturday from 10 a.m. to 5 p.m.; Sunday from noon to 5 p.m. Museum admission is free for OHS members and Multnomah County residents. Visitor information and a list of current exhibits can be found at [www.ohs.org](http://www.ohs.org).



**“Without dredging for the shipping channel, we would be a very different, much smaller city.”**

Carl Abbott, 2013, Professor of Urban Studies, Portland State University





## PORTEVENTS

### July

**9**

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

**10**

PDX Citizen Noise Advisory Committee  
5:30 – 8:30 p.m. • St. Helens B Conference Room, 7200 NE Airport Way

**19**

Celebrate Hillsboro\*  
9 a.m. – 4 p.m. • Downtown Hillsboro

Troutdale Summerfest \*  
9:45 a.m. – 4 p.m. • Downtown Historic Troutdale and Glenn Otto Park

**27**

Sunday Parkways\*  
11 a.m. – 4 p.m. • NE Portland

### August

**3**

Columbia Slough Regatta 2014 \*  
9 a.m. – 1 p.m. • Launch site TBD

**13**

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

**16**

Seaport Celebration  
10 a.m. – 4 p.m. • Terminal 4, 11040 N Lombard Street, Portland

### Sept.

**3**

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

**10**

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

**11**

PDX Citizen Noise Advisory Committee  
6:00 – 8:00 p.m. • St. Helens B Conference Room, 7200 NE Airport Way

**19-21**

Oregon International Air Show \*  
Gates open at 5:30 p.m. on Friday, 9 a.m. on Saturday and Sunday • Hillsboro Airport

\*Events where the Port of Portland sponsors or staffs a booth

Read more about the Port of Portland at [www.portofportland.com](http://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/](http://www.portofportland.com/publications/PortCurrents/)

**Port Dispatch** – Marine Marketing news: [www.portofportland.com/publications/PortDispatch/](http://www.portofportland.com/publications/PortDispatch/)

or follow the Port on:  