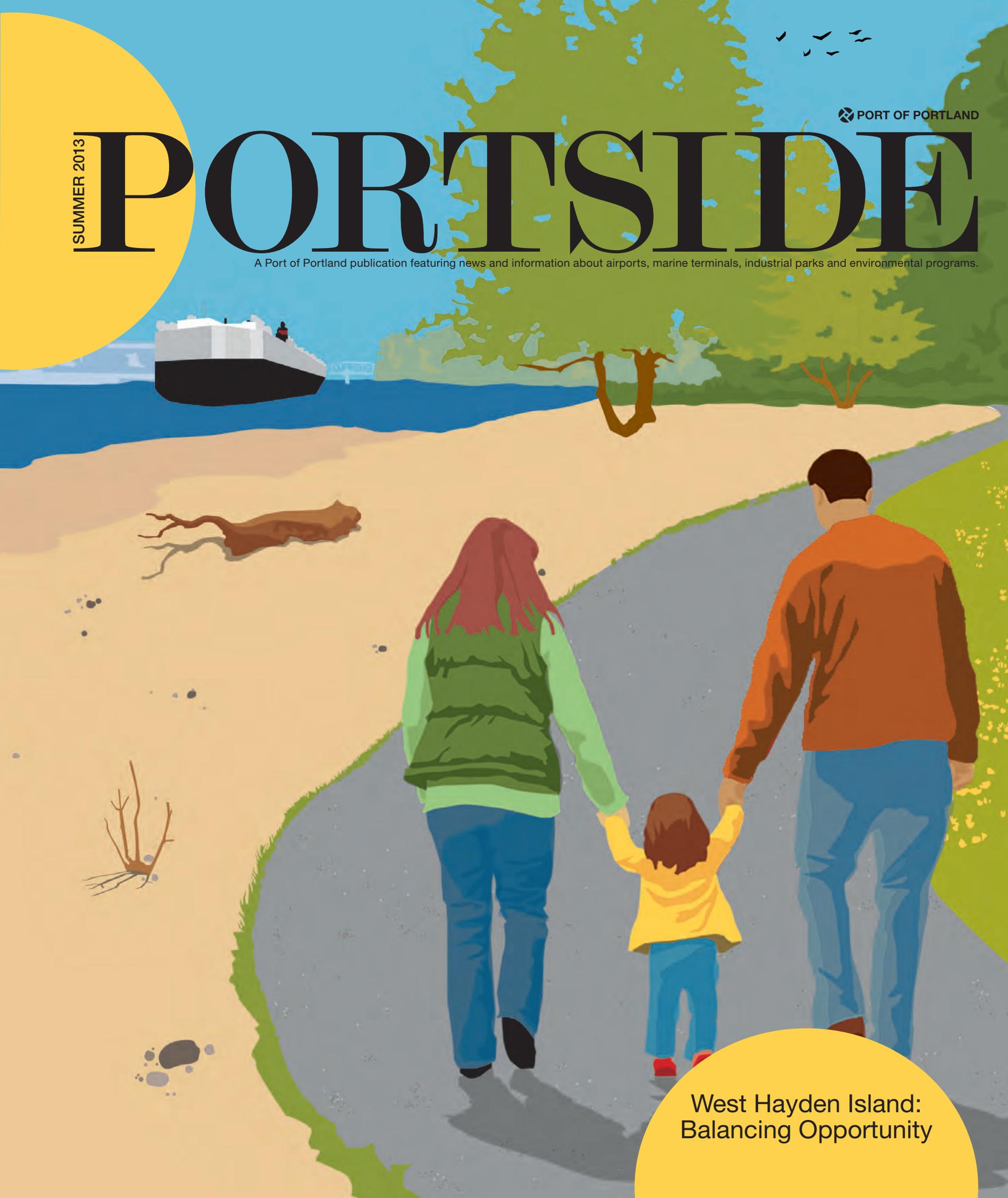


SUMMER 2013

# PORTSIDE

PORT OF PORTLAND

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



West Hayden Island:  
Balancing Opportunity

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# BALANCING OPPORTUNITY

It's a bit of a paradox. Standing on the sandy tip of West Hayden Island, one sees the expanse of the mighty blue Columbia River, a bald eagle's nest in the trees above, and industrial shipping all around. A massive grain ship is anchored in the navigation channel, and the cranes of Terminal 6 loom large across the Oregon Slough to the south. The Port of Vancouver sits directly across the Columbia River to the north. The west side of Hayden Island is a hidden treasure, both in terms of the unique habitat opportunities it provides and the long-term promise of jobs and a boost to the economy.



Since 2007, the Port of Portland has been working with the city of Portland and the local community to secure annexation and rezoning of West Hayden Island, bringing it into Portland city limits. The east side of the island, which hosts residences, businesses and the Jantzen Beach SuperCenter,

is already part of the city. With annexation and the accompanying city services – police and fire protection, roads and city water – the Port can market a portion of this property to potential future users.

### **Location, Location, Location**

West Hayden Island is located nine miles north of downtown Portland, near the confluence of the Columbia and Willamette rivers. Approximately 800 acres in size, it is situated between the Columbia River and the Oregon Slough. While not in the city of Portland, West Hayden Island is within Multnomah County and the Urban Growth Boundary.

The location of West Hayden Island is unique from a transportation perspective.

It is situated on a deep-draft navigation channel, adjacent to the main line of two major railroads, and in close proximity to Interstate 5. The federal government and the states of Oregon and Washington have made substantial investments over the last 20 years in the deepening of the Columbia River Channel to support efficient movement of freight. Leveraging these collective public investments to benefit the economy is a key part of the Port's mission.

The west side of the island is home to hundreds of acres of natural area, and the Port's 100-acre dredged material placement site. West Hayden Island also hosts electrical power lines, transmission towers and the city of Portland's pump house and de-chlorination facility, which handles all of Portland's wastewater after treatment at the Columbia Wastewater Treatment Plant.

### **Important Regional Habitat**

West Hayden Island is an important natural area, providing habitat for mammal, bird, reptile, amphibian and insect species. Black cottonwood trees and an understory of Himalayan blackberry and other native and non-native plants grow over much of the area. There are also meadows, wetlands, open sandy fill areas, beaches and shallow-water areas. Salmon, steelhead and lamprey migrate past Hayden Island to upstream spawning grounds.

One of the opportunities that annexation provides is

the chance to enhance and protect this habitat. The current Multnomah County zoning on this property allows for residential construction, mining and logging, and provides little habitat protection. Annexation and subsequent development will provide the funds and impetus for habitat restoration, appropriate zoning, full permanent legal protection, and the means to remove nonnative species and plan in an ecologically holistic way.

Over the years the Port has successfully managed industrial facilities adjacent to green spaces. The Port's business parks and mitigation spaces coexist well and receive praise. For example, the Columbia Slough Watershed Council and the Oregon State Land Board have presented awards to the Port for Vanport Wetlands. The Port currently owns, and successfully manages, nearly 800 acres of mitigation and enhancement areas in the Portland metropolitan region.

"The Port is a valued partner and a leader in creating jobs for the community, working on both economic and environmental issues," says Bernie Bottomly from the Portland Business Alliance. "Troutdale Reynolds Industrial Park, which

...it is clear that Portland is deficient in land zoned for industrial purposes, specifically harbor land. Annexation of West Hayden Island would help address this challenge.

is being developed in tandem with acres of open space, and Gresham Vista Business Park, which is being planned as an eco-industrial district, are both great examples of this. The Port continues to reinvest in the support of this dual mission. I can't think of another partner in the region with this kind of track record."

### **Dynamic History**

Early maps indicate that Hayden Island probably originated as a sand bar that grew into a series of channelized islands. As development and shipping evolved, dikes were placed along the island and fill from many sources was deposited. Areas were dredged for boat moorage. The Port of Portland, with guidance from the Army Corps of Engineers, constructed large piles of rocks called groins, to increase river channel flows south of the island for navigation and to stabilize the shoreline. These areas slowly filled in with sediment to create the single island that exists today.

The full island has had many names, explorers and residents. It was called Menzies Island by the British Royal Navy in 1792, Image Canoe Island by Lewis and Clark in

1805, Vancouver Island by the Hudson’s Bay Company in the late 1800s and Shaw Island in the early 19th century, for one of the early land owners. In 1851, the island was renamed for Oregon pioneer Gay Hayden who owned and settled on the island, using the Donation Land Claim Act. West Hayden Island has been used for agricultural purposes, log storage, cattle grazing and as a construction machinery school through the decades. Maps show that the land mass on the island has changed through time and is now more than 200 acres larger than it was in the 1890s.

sit through multiple years of public process to know if they can use the land.”

As the city of Portland completes its updated Comprehensive Plan for the metropolitan area, it is clear that Portland is deficient in land zoned for industrial purposes, specifically harbor land, as required by state land use planning goals. Annexation of West Hayden Island would help address this challenge.

While the Port is seeking annexation and does not currently have a customer in mind, forecasts show that the



### Long Range Planning and Need

By necessity, the Port is an agency that plans over a long time period. The size and location of West Hayden Island was especially attractive to the Port when it was purchased in 1994.

“Marine terminals and airports take many years to plan and permit before opening for commercial use to benefit the public,” says Susie Lahsene, the Port’s Regional Transportation and Land Use Manager. “The necessary large plots of land may not be available when they are immediately needed; a company looking for the right place to locate won’t be able to

land will be needed in the future. Forecasts and planning tools also show that West Hayden Island will be needed for marine development along with the available land from the Port of Vancouver, USA and other northwest ports. On West Hayden Island, the future marine port use will most likely be for grain, minerals or auto shipments.

### We Are Exporters

Portland is situated at the confluence of two great rivers. It is no surprise that residents of this area are traders at heart. According to the Brookings Institution’s Export Nation report,

greater Portland is one of only a few metro areas to have doubled export values over the last decade. Exports support economic growth and job creation. Greater Portland's exports supported approximately 142,000 jobs in 2012. Nearly one-fifth of the Portland metropolitan area's economy is generated by exports.

Most Portland residents don't see these goods moving through marine terminals, but statistics show that export growth made Portland the second-fastest growing export market in the 100 largest metropolitan areas. Oregon exports agricultural products, minerals, electronics, computers, machinery, paper and other goods. As exporting volumes grow, more facilities will be needed to accommodate the increased amount of cargo.

### Port's Proposal

In July 2010, after the first of three phases of public involvement, the Portland City Council proposed that at least 500 acres of West Hayden Island be preserved as open space, and no more than 300 acres be considered for future deep water marine terminal development. The project has progressed slowly, with a fair share of controversy. The Port continues efforts to work collaboratively with residents on East Hayden Island through open discussion and dialogue. As the public process has continued, the Port has developed a proposal that includes a number of elements.

- The Port would reserve 500 acres on the 800-acre site as non-developable open space; uses would be limited to trails, non-motorized boat access, habitat restoration and mitigation.

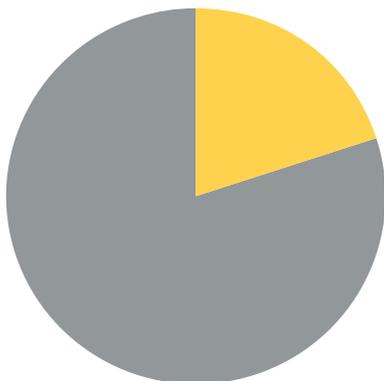
- Cargo such as coal, liquid natural gas and containers would be prohibited.
- The Port would provide substantial mitigation for wetland, shallow water and forest impacts.
- Local residents would be given preference for facility employment.
- The new state-of-the-art facility would include green performance terminal operations such as Dark Sky lighting design, Zero Waste, LEED certified water utilization standards, noise minimization programs and reusable or alternative energy sources.
- Construction practices would be governed by green principles.
- North Hayden Island Drive would be improved to include upgrades to the roadway, bike lanes, landscaping, sidewalks and pedestrian crossings. A truck cap would limit the number of trucks on the road.
- The Port would create and staff an ongoing community committee to address facility issues.
- The Port would provide a substantial annual community benefit fund, which would be applied to projects chosen by island residents.
- The Port would complete a Health Impact Assessment as part of future development.

The next steps are Portland City Council hearings and a vote on annexation, a Port Commission vote, and a decision on

**“Waterfront-related jobs provide a pathway out of poverty for the working class, and our planning for the future should support those citizens.”**

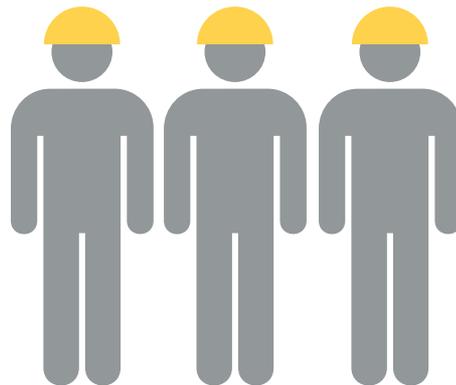
Jodi Guetzloe Parker, Columbia Pacific Building Trades Council

### % of export related jobs



Nearly one-fifth of the Portland metropolitan area's economy is generated by exports.

### 2,300 to 3,600 jobs



Development on West Hayden Island is projected to provide 2,300 to 3,600 jobs.

### \$18 to \$30 million in tax revenue



A new marine terminal would generate \$18 to \$30 million in annual state and local tax revenue.

annexation by the end of 2013. The Port commission has created a set of guiding principles to help evaluate the city's annexation proposal (see sidebar).

### **Equity and Economic Benefits**

Living wage jobs are important in Portland, where, according to the Oregon Department of Education, only 63 percent of students completed high school in 2012. Waterfront commerce and related industry has long provided solid, good-paying jobs to residents without college degrees. As the city of Portland continues to grow, providing living wage jobs is a significant equity issue; the infrastructure should be in place to plant the seeds for future job creation.

Jodi Guetzloe Parker, with the Columbia Pacific Building Trades Council, is passionate about the issue of equity. "We need to be balanced in our approach to this issue and provide a space to grow jobs now, not kick the can down the road to future generations," she says. "Waterfront-related jobs provide a pathway out of poverty for the working class, and our planning for the future should support those citizens."

Development on West Hayden Island is projected to provide 2,300 to 3,600 jobs. These are jobs directly generated by the marine terminal and those that are a result of the ripple effect of development. This would include restaurants that workers frequent, shopping on Hayden Island by employees, use of other local services by the facility tenants and other purchasing or job creation produced by the existence of a marine terminal. The new terminal would generate \$18 to \$30 million in annual state and local tax revenue. This is revenue that goes toward schools, teachers, police and fire protection and other basic services.

The future development will also keep the city of Portland relevant as a global player, with a robust international commerce network and strong trade connections.

### **The Portland Way: Sustainability**

The Port's proposal for West Hayden Island is a good example of balancing interests and managing multiple needs. The proposal is equitable and preserves a large swath of open space in the city for habitat and low-impact recreation. It provides high-quality jobs, environmental safeguards and improvements, habitat enhancement and community benefits. The terminal will be an innovative showcase of green industrial technology, and will put Portland on the map as a leader in green marine terminal design. Freight moved on the water also has a smaller carbon footprint than goods moved by truck, which will help Portland meet its Climate Action Plan goals.

The economic stability and well-being that this future development can bring, both in terms of permanent jobs and an increased tax base, is a needed investment in our future.

by Chris White

## **PORT COMMISSION WEST HAYDEN ISLAND ANNEXATION GUIDING PRINCIPLES**

The Annexation should memorialize a shared vision between the Port and the City that maximizes both the potential for marine industrial development on no less than 300 acres and the opportunity for natural resource mitigation and enhancement on the remaining 500 acres on West Hayden Island. Both parts of the vision are essential. The shared vision should include intentions and obligations of both the City and the Port and should achieve the following objectives:

- A.** Adopt a joint vision for sustainable development that incorporates and balances social, environmental and financial aspects of future development.
- B.** Establish regulatory and legal certainty with regard to development of the 300-acre marine terminal area, allowing the Port to successfully market the property.
- C.** Reflect the Port and City's mutual commitment to ensure that the 500-acre, open-space area remain zoned as open space in the future, while at the same time retain the value of the property for future mitigation and restoration opportunities.
- D.** Identify a financially viable path to marine terminal development that acknowledges public and private funding sources required for successful development. The cost of development should not exceed reasonable expectations of financial return.
- E.** Establish unambiguous mitigation measures that are based on sound impact analysis and uniformly applied standards that acknowledge and respect the significant role state and federal agencies will play in future development. Mitigation requirements should address actual impacts when development has a high degree of certainty and the impacts are known.

**For more information about the West Hayden Island proposal visit [www.portofportland.com](http://www.portofportland.com).**

# Aviation

## GLOBAL ENTRY SPEEDS SCREENING

Enrolling in the U.S. Customs and Border Protection's Global Entry program just got a little easier.

Conditionally approved applicants can now complete their Global Entry enrollment at the new enrollment center at Portland International Airport.

Global Entry is a voluntary, expedited-clearance program for pre-approved, low-risk international travelers entering the United States. Global Entry members are also eligible to participate in other CBP Trusted Traveler programs, and Transportation Security Administration Pre✓™, which allows expedited screening benefits during domestic travel on participating airlines.

First, applicants fill out an online application at [www.globalentry.gov](http://www.globalentry.gov) and pay the \$100 non-refundable application fee. Once the application is reviewed, applicants receive a message in their Global Entry Enrollment System account instructing them to schedule an interview at an enrollment center. The PDX enrollment center operates Monday through Friday, 9 a.m. to 3 p.m.

Applicants should bring a valid passport and one other form of identification, such as a driver's license or ID card to the enrollment center. Lawful permanent residents must present permanent resident cards. At the enrollment center, a CBP officer will ask applicants questions, take their photo, and collect biometric information.

## DELTA'S PDX-AMSTERDAM ROUTE CELEBRATES FIVE YEARS

March 29 marked the fifth anniversary of Delta Air Lines' nonstop route connecting Portland International Airport and Amsterdam.

The flights – the fastest way to reach Europe from PDX – depart daily at 1:35 p.m. and arrive in Amsterdam at 8:30 a.m. the next day. Flights depart Amsterdam



at 10:20 a.m. and arrive at PDX at 11:35 a.m. the same day.

From Amsterdam's Schiphol Airport, Delta's joint venture with Air France and KLM Royal Dutch Airlines provides connections to hundreds of eastbound destinations throughout continental Europe, Africa and Asia. The route also provides convenient connections to dozens of destinations beyond Portland via partner airline, Alaska Airlines.

"We remain tremendously appreciative of Delta Air Lines for providing this vital route linking Oregon and Southwest Washington with Amsterdam, Europe and beyond," said Bill Wyatt, Port of Portland executive director. "This service helps our region remain a player in the global marketplace, and promotes tourism and goodwill between our countries."

Economically, the route spurs more than \$120 million annually in local business revenues, and supports nearly 1,600 local jobs and nearly \$50 million in wages. The route raises nearly \$5 million in state and local taxes, which support state and local services.

## AIR CARRIERS ADD MORE PDX SERVICE

New year-round and seasonal nonstop flights are available at Portland International Airport.

**Atlanta** – Alaska Airlines launches daily service to Atlanta beginning Aug. 26.

**Bellingham, Wash.** – Building on seasonal nonstop service last year, Alaska now offers year-round nonstop service to Bellingham, Wash. each day.

**Boston** – Beginning July 12, JetBlue Airways will add a second seasonal nonstop flight connecting PDX and Boston. The new daytime flight will operate through Oct. 14.

**Chicago** – American Airlines now provides year-round nonstop flights twice each day connecting PDX and Chicago's O'Hare International Airport. Chicago serves as an American hub, providing travelers with outstanding connections to the airline's network.

**Cleveland** – United Airlines now offers daily nonstop flights connecting PDX and Cleveland through Aug. 26. Cleveland serves as a United hub, providing summer travelers with more options for visiting the East Coast and Midwest.

**Dallas/Fort Worth** – Alaska launches daily flights to Dallas/Fort Worth beginning Sept. 16.

**Fairbanks, Alaska** – Alaska now provides nonstop daily flights between PDX and Fairbanks, Alaska through Sept. 30. The flights provide local residents with easy access to the beauty of Alaska.

**Los Angeles** – Delta Air Lines offers four daily flights to Los Angeles beginning Sept. 3.

## TWO HOURS EARLY... REALLY?

Yes. Really, it's a good idea to arrive two hours before a flight during the busy summertime at Portland International Airport.

That's the combined time it takes to park, ride a shuttle bus to the terminal, check a bag, and go through security to make the flight on time. This timing is especially true for flights departing before 8 a.m., or between 10:30 a.m. and 1:30 p.m. Travelers on international flights, or with children, or with disabilities or medical conditions that could impact travel, should add 30 minutes. Those traveling at other times of day should allow at least 90 minutes.

Many travelers don't realize that summer travel is as busy as the holiday season. This summer is no exception with PDX projecting 4.4 million travelers – an all-time high. Arriving early is important because with record travel expected, everything takes a little longer. Also, travelers who miss their flights may find rebooking difficult, as many flights are full.

To ease the trip, check the PDX travel tips at [www.pdx.com](http://www.pdx.com), and stay in touch with new developments at PDX on Twitter @flypdx. For TSA travel tips and a complete list of items prohibited on flights, visit [www.tsa.gov](http://www.tsa.gov).



## TEAM OREGON AND PARTNERS EARN NATIONAL TSA AWARDS

From unsung hero to partnership, the Team Oregon Transportation Security Administration and its partners earned several National TSA Honorary Awards for 2012.

Four Oregon TSA employees received individual awards. Team awards went to Port of Portland Police Department, which protects Portland International Airport; and Jackson County Airport Authority, which owns and operates Rogue Valley International-Medford Airport.

"We take a great deal of pride in our employees and our stakeholder relations; to receive national recognition in multiple categories such as this is extremely gratifying," said Mike Irwin, TSA Oregon federal security director.

Awards included:

**Unsung Hero** – Shirley Torres, senior behavior detection officer transportation security manager

**Security/Intelligence** – Brian Bean, Oregon field intelligence officer

**Outstanding Performance in Administrative and Technical Support** – Bryan Ewing, program analyst

**Leadership** – Kimberley Siro, formerly deputy federal security director in Oregon until promoted to federal security director for Sacramento International Airport

**Partnership** – Port of Portland Police Department at Portland International Airport

**Partnership** – Jackson County Airport Authority for Rogue Valley International-Medford Airport

## PORTLAND MAYOR NAMES ASIANA CARGO GLOBAL LEADER

Asiana Cargo received the Global Leader award as part of the 2013 Mayor's International Business Awards, sponsored by the Oregon Consular Corps and the City of Portland.

The awards recognize private-sector companies for making a significant contribution to the Portland region's standing as a leader in international trade and investment, and for creating local family-wage jobs.

Asiana serves Oregon's top three trading partners – Japan, Korea and China – creating business opportunities for companies throughout the region.

Asiana provides nonstop cargo service from Portland International Airport to

Asiana Cargo loads freight at PDX for quick access to Incheon, Korea and beyond.

Incheon, Korea and markets beyond. From Incheon, connecting flights serve destinations throughout Asia such as Osaka, Shanghai, Hong Kong and Penang. The service provides local businesses and shippers with faster transit times, competitive pricing, and less chance of cargo damage from repeated handling – all resulting in cost savings for local businesses.

The Boeing 747 freighter service departs PDX on Wednesdays, Fridays and Sundays. Local products shipped range from high tech, shoes and apparel to perishables including produce and seafood. Last summer, Asiana increased summer flight frequencies to accommodate shipments of local berries and cherries.

## NEW BURGER OPTIONS AT PDX

New hamburger options are on the expanding menu at Portland International Airport.

McDonald's opens its first-ever PDX location this summer at the end of Concourse C.

McDonald's is the world's leading global food service retailer with more than 34,000 locations serving more than 69 million customers in 119 countries each day.

"The success of the PDX concessions program is based on a mix of strong local, regional and national brands, and McDonald's was chosen because of its high demand and ability to draw customers," said Chris Madsen, general manager, Port of Portland aviation business and properties.

**Burgerville**, a Northwest favorite since 1961, opens this winter in the PDX Oregon Market food court.



Burgerville is an innovative and industry-leading restaurant company with 39 locations throughout Oregon and southwest Washington. With 1,500 employees, Burgerville provides food all-day, every day, from breakfast to late-night snacks.

"Burgerville is a natural fit; consistent with our values regarding sustainability, community involvement and environmental care," Madsen said.

In support of the Port's environmental strategy, new restaurants at PDX build and operate in a sustainable fashion using recycled materials when available, eliminating unnecessary waste, and implementing advanced energy-efficient technologies.



# Marine and Properties

## KINDER MORGAN UPGRADES TERMINAL FOR SODA ASH EXPORTS

With the installation of a new ship loader, removal of an outmoded structure, and dredging alongside the docks, Kinder Morgan's soda ash export facility at Terminal 4 will boost efficiency and set the stage for growth. The work is slated for completion in September.

Soda ash is used in the manufacture of glass and detergents; it is mined in Green River, Wyo. – home of the largest-known naturally occurring deposits in the world.

When negotiating a new 10-year lease extension with two five-year options, Kinder Morgan committed to purchase and install the new ship loader at Terminal 4. Estimated at \$9.5 million, the state-of-the-art conveyance will increase capacity and efficiency.

In February, Port of Portland Commissioners voted to award a \$715,000 contract to Advanced American Construction for the removal of an antiquated Dravo bulk unloader at Terminal 4 and a pair of outmoded cranes at Terminal 6.

Previously used for unloading bulk products, the Dravo had not been used since the mid-1990s. On the morning of April 20, it collapsed as crews were dismantling the structure; thankfully, no one was injured. Removal of the massive piece of equipment eliminated a liability and increased the usable footprint for operations.

In September, maintenance dredging at the ship berth will provide unimpeded access for ships leaving the terminal fully loaded. Since 2008, about 5,000 cubic yards of new sediments have accumulated, and Terminal 4's 40-foot operating depth is close to being compromised.

Mineral bulks totaled 39 percent of the Port's total tonnage in 2012. Port Marine operations support local job and tax base growth with an estimated 3,549 direct jobs, and annual wages of \$187 million.



Dredging the navigation channel ensures Portland's role as an international trade gateway.

## NEW ENGINES, CLEANER EMISSIONS

The Port of Portland owns and operates the dredge Oregon to maintain the 103-mile-long Columbia River navigation channel, which provides ships with a safe and reliable transit route for international trade. The Oregon has been the Port's workhorse since it was built by Bauer Dredging Company in 1965.

In November 2012, the Port began replacing the vessel's 1960s-era engine as Phase I of a major repower project. Mechanics cut an opening out of the hull of the vessel to remove the large, auxiliary engine and replace it with a smaller, more efficient one that meets EPA Tier III emissions standards.

Phase II of the project is scheduled for winter 2013-2014. Once the repower project

is complete, the vessel will need significantly less fuel to operate, reducing diesel particulate emissions by more than 80 percent.

From 1898 to present day, the Port has owned and operated a total of seven dredges. The Port leased its first dredge from the city of Portland and launched a contractual relationship with the U.S. Army Corps of Engineers that still exists today.

## KEEPING PORTLAND ON THE MAP

As a smaller-market transpacific gateway port for containers, Portland puts considerable efforts into business retention and growth opportunities. In March, marine marketing staff met personally with contacts in Tokyo, Seoul, Tianjin, Beijing and Shanghai.

In Tokyo and Seoul, they met with officials at "K" Line, NYK Line, and the Port's largest container carrier, Hanjin Shipping, along with others. They also visited with Hansol Paper Company and other shippers that export products to the U.S. whose cargo could be handled through Portland more competitively than other West Coast ports.

In China, Port of Tianjin officials introduced a U.S. exporter of DDGS – dried distiller's grain with solubles used in animal feed – that could be shipped through Portland. The Port of Tianjin also has an exchange program with the Port; they expect to send an employee to Portland in the near future.

Improvements at the soda ash facility at Terminal 4 will boost capacity and efficiency for loading ships with cargo for export.



While in Beijing and Shanghai, Port staff met with Gearbulk and Siem Shipping, as well as Schneider Truck Lines, which has a growing presence in China. Port staff focused on current opportunities at Terminal 2 and connections to upriver ports.

At the Breakbulk China conference in Shanghai, a Port booth drew interest from more than 400 attendees. Many attending the show were large-project-cargo owners. The conference was a positive opportunity to reach the right audience.

### TRADE ZONES SPUR GROWTH

The Port of Portland is seeking to reorganize its Foreign-Trade Zone status, which would permit more locally-based businesses to participate in the program. Current participants in Oregon include Columbia Sportswear, Epson Portland, Inc., and Pizza Blends.

The national Foreign-Trade Zones Act was passed in 1934 to “expedite and encourage foreign commerce” in the United States; the first such zone existed in New York in 1937. By permitting businesses to defer, reduce, or in some cases eliminate duties, FTZs help encourage business growth.

Often located at or in proximity to ports, FTZs are secure areas physically located within U.S. borders but technically outside U.S. Customs and Border Protection territory. This means that certain goods can be imported without being subject to Customs procedures and payments at entry. Customs duties and excise taxes are due only at the time of transfer from the FTZ for U.S. consumption. Any scrap resulting from operations within an FTZ may be discarded or recycled, avoiding unnecessary taxation on unused materials.

The Port has been operating its zone under a “Traditional Site Framework,” which requires businesses to locate at a limited number of specific sites. In December 2012, the Port received authorization to seek approval from the U.S. Foreign-Trade Zones Board to reorganize the Port’s FTZ program under an “Alternative Site Framework.” The Port filed an application to expand the geographical service area, which will be a selling point for businesses looking to locate and grow their operations in the area.

### NEW DIGGS IN GRESHAM VISTA BUSINESS PARK

Officials from the Port of Portland and City of Gresham gathered with private developers on May 2 to signal the start of construction on a new medical facility in Gresham Vista Business Park.

It was the first of eleven lots to break ground, and one of only three lots zoned for



With 11 lots located on 221 shovel-ready acres, Gresham Vista Business Park accommodates commercial and industrial development.

commercial use in the Port’s new 221-acre development. The remainder are zoned industrial. The site is adjacent to the ON Semiconductor campus and Portland General Electric’s McGill Substation.

Physicians’ Capital Investments, LLC will build a new 11,000-square-foot building with associated parking, fencing and landscaping. The new clinic will be open and operational in early 2014. PCI has built more than 20 medical facilities throughout the United States.

The building will be owned in part by the Portland Hypertension and Nephrology Clinic, LLP, and will be leased to Fresenius Medical Care North America, which will relocate its existing Gresham clinic with 14 employees while adding approximately 10 full-time, local jobs.

Gresham Vista Business Park has promising potential as a home for clean tech, manufacturing, food processing, logistics and other traded sector companies. At completion, the park will generate an estimated 2,768 jobs.

### SWEETENER TERMINAL OPENS IN RIVERGATE

Construction of a new rail-served sweetener plant for Archer Daniels Midland Company is now complete. The terminal, which handles corn syrup, high-fructose corn syrup, dry starch and liquid sugar, includes a 32,000-square-foot warehouse situated on

20 acres in Portland’s Rivergate area. The facility transfers liquid and dry bulk sweetener products from railcars to trucks.

“Rivergate Industrial District was a match for ADM’s expanded sweetener terminal, and the Port welcomes this Fortune 500 company’s new investment in our region,” said Joe Mollusky, real estate program manager for the Port of Portland. “In redeveloping this rail-served Rivergate property, ADM has been a great partner, and they are an excellent addition to Portland’s largest industrial park.”

The new facility is larger and more technologically advanced than the company’s previous terminal in southeast Portland. To relocate operations, ADM purchased the vacant land for their building from Consolidated Metco, and began construction in September 2012. The Port worked with ADM on a rail easement from the adjoining southerly Port-owned land. Thirteen ADM employees are based at the new facility.

“The location provides us with access to the major railroads in the area and is well-positioned to serve our customers throughout the Pacific Northwest,” said Chris Cuddy, vice president and general manager, sweeteners and starches.



# Business and Environment

Pioneering research in aviation biofuels helped earn Alaska Air Group the 2012 Compass Award.



## ALASKA AIR GROUP RECEIVES 2012 COMPASS AWARD

The Port of Portland awarded Alaska Air Group the 2012 Compass Award. The award, presented at the Port's annual Gateway to the Globe meeting, recognizes the contributions of community individuals and entities that have demonstrated exceptional support for the Port of Portland.

Operating at Portland International Airport since 1979, Alaska Air Group carries more PDX travelers than any other airline serving the airport; the carrier has shown true innovation and leadership in sustainable practices.

Alaska Air Group is a leader in on-board recycling, fuel-efficient aircraft, performance-based navigation, and efficient in-flight and ground operations. The company also employs efficient and alternative energy use and waste minimization programs at all of its airline facilities. Most recently, Alaska Air Group joined with the Port and other partners in pioneering research in aviation biofuels.

"Not only is Alaska, along with its sister airline Horizon Air, PDX's largest carrier – accommodating more than 5.4 million PDX passengers per year to 37 nonstop destinations, it is also an airline that has shown tireless commitment to our region's sustainable growth and prosperity," said Commission President Jim Carter in presenting the award. "Everything from expanding service, like the new route to Washington National, to collaborating with us on key sustainability initiatives, Alaska has been a great partner to the Port and a true asset to the communities we serve."

More than 450 business leaders, elected officials and community stakeholders attended this year's Gateway to the Globe event, which provides annual updates on Port activities, challenges and opportunities. This year's keynote speaker was Lorrie Vogel, general manager of Nike's sustainable product research and discovery team.

## LEVY APPOINTED COMMISSIONER

The Port of Portland recently welcomed Umatilla County farmer Robert

L. Levy to the Port Commission. Levy operates both Windy River and L&L Farms in Hermiston and was the previous owner of American Onion, Inc. He also worked as a field representative for Lamb Weston and as a foreman for Cunningham Sheep Company.

Levy currently serves on the board of Cunningham Sheep Company and as chair of the Westland Irrigation District. He is also on the Oregon Business Council board.

"During my business career as a farmer and rancher, I have been involved in importing and exporting a number of agricultural products through the Port's facilities and understand what an important role the Port plays in our state and the region," said Levy. "I look forward to representing those interests, and the interests of all Oregonians, on the Commission."

Levy will replace Commissioner Steve Corey who has served on the Commission since 2003 and whose current term has expired.

Commissioners are unpaid volunteers who are appointed by the Governor and confirmed by the Oregon Senate. They serve four-year terms and can be reappointed. Commission presidents are selected by, and serve at the pleasure of, the Governor. The Commission appoints the Port's executive director.



## ECONOMY LOT OBSTRUCTION REMOVAL STARTS SOON

Starting this fall, the Port of Portland will begin work at Portland International Airport to address penetration of Federal Aviation Administration-regulated airspace. A stand of black cottonwood trees located in a City of Portland designated environmental zone within the economy parking lot is growing into the instrument approach airspace. This could, ultimately, affect the utility of the instrument approach, particularly during unfavorable weather conditions.

In past years, the trees have been topped to address the encroachment, but repeatedly topping trees can compromise their health and make them hazardous to work around. To achieve a long-term solution, the Port will replace the cottonwoods with a native scrub-shrub habitat and smaller trees, which are unable to grow to such great heights. Existing tree and shrub species that do not conflict with airspace will remain on the site.

Travelers and those passing by should expect to see disturbance at the site for up to a year while trees and stumps are removed, the site is prepared for replanting and new plants are introduced. The work is being phased to protect migratory birds, to allow reuse of some stumps as woody debris on other Port properties, and to minimize site disturbance and maximize the survival rate of new plants.

## SURE SIGNS OF THE SEASON: TREES, BIKES AND BOATS

For Port of Portland staff, early spring segueing into summer means the opportunity to participate in community tree planting events, neighborhood bike rides and paddling the Columbia Slough.

The Port has been a supporter of Friends of Trees since 2007. This year, members of the PDX Community Advisory Committee and Port staff joined together on a cloudy day in February, planting approximately 70 large street trees near the Columbia Slough.

Port staff assisted with a second, large-scale neighborhood tree planting event in late March in the Beaumont-Wilshire, Cully, and Roseway neighborhoods.

As for warm weather community events, the Port is proud to sponsor Sunday Parkways again this year. Port staff will be on-hand to join in the revelry at the summertime cycling celebration in Northeast Portland in June.

Summer fun is not limited to two wheels, though. The Port has worked with the Columbia Slough Watershed Council for many years and is a long-time supporter of the annual Columbia Slough Regatta, which



encourages local residents to get out and paddle the slough by canoe or kayak. This year, the event will take place Sunday, July 28.

Summer events culminate with the seventh Seaport Celebration, featuring jet boat rides, tours of Terminal 4, entertainment, and the Kid Creations Chef Competition. To learn more about this premiere event honoring the working waterfront, visit [www.seaportcelebration.com](http://www.seaportcelebration.com).

## RENTAL CAR WASHING FACILITY CONSERVES WATER

What if it were possible to reduce water use by 4 million gallons in six months and save money at the same time? Recently, the Port of Portland was able to identify measures to do just that.

The rental car Quick Turnaround Facility is a car wash at Portland International Airport used by rental car agencies. The facility was also identified as one of the Port's largest water users, making it an ideal candidate for water conservation improvements.

When it came time for the rental car companies' lease contract renewal, the Port had an opportunity to memorialize enhanced water conservation measures. Working together, the Port and rental car company staff identified specific water conservation measures that were low-cost and easy to install at the turnaround facility.

Over the first six months of operation with the improvements in place, the facility reduced its water use by 44 percent and lowered its water and sewer bill by \$41,000. Maintenance contracts ensure that facility operation is optimized and water savings continue. The estimated gross savings to the rental car consortium that manages the facility are more than \$330,000 over the life of their lease.

## WASTE REDUCTION MILESTONES

It takes a special kind of person to be willing to dig through the garbage on a regular basis. These special people have been a part of the Port of Portland's waste minimization program for the last 10 years. A collaboration between the Port and Portland



Members of the Port's Technical Assistance Project display the results of a recent waste sort.

State University's Community Environmental Services program, formally called the Port of Portland Technical Assistance Project, has racked up an extensive list of accomplishments since 2003.

The student consultants from CES work out of Port offices in one- or two-year terms and gain experience solving real-life waste management problems. They do everything from collecting and managing data, to running outreach and education campaigns, to rolling their sleeves up and conducting waste sorts that help determine opportunities for program improvements.

"I attribute the longevity and success of this program to two things: the Port's impressive commitment to keep pushing the needle forward on these issues, and the great students that CES continues to attract. I can't think of a better embodiment of PSU's motto, 'Let Knowledge Serve the City,'" says Eric T. Crum, director of the CES program.

With the students' help, the Port has made incredible strides in reducing waste and introducing innovative and creative solutions. PTAP has helped design waste collection systems, started composting programs, evaluated recycling options for coffee cups, worked with airlines and airport terminal tenants, and held annual clean up events for tenants to dispose of large and bulky items.

For more information on the PTAP and a full list of their accomplishments, visit: [www.pdx.edu/ces](http://www.pdx.edu/ces).

## PDX FOOD DONATION PROGRAM HELPS FEED PORTLAND'S HUNGRY

Portland International Airport concessionaires, Port of Portland and St. Vincent de Paul of Portland are partnering to fight hunger in the Portland metro area.

A new food donation program at PDX collects and distributes unsold, ready-to-eat food products such as sandwiches, salads, parfaits, baked goods, and uncut produce.

Since Feb. 4, the program has collected enough high-quality food to provide the equivalent of 5,000 meals. Participating concessionaires are enthusiastic and the Port is encouraging businesses surrounding the airport that produce large quantities of food to join the program and take advantage of St. Vincent de Paul of Portland's

three-day-per-week pick-up route.

"We are proud to sponsor St. Vincent de Paul and feel honored for the opportunity to help fight hunger in our community," said Stan Jones, Port aviation environmental compliance manager.

The food goes to meal service providers including City Team Ministries, Northwest Family Services and St. Vincent de Paul of Portland's mobile kitchen.

"It's our mission to offer support, compassion and dignity in all forms to those who need it most," said Paul Kresek, St. Vincent de Paul of Portland director of food programs and volunteer services.



PDX concessionaires help fight hunger with food donations.

PDX VIPs from left to right: Carol Leineweber, Jerry Sutton, Sunny Allen, Jack Bailey, Annie Tandler, Allaire Henneman, all stand ready to help and eager to celebrate 20 years of service at PDX.



# PORT VIP PROGRAM

From sun up to sun down, every day of the year, Portland International Airport's robust Volunteer Information Program provides a steady influx of volunteers – known as VIPs – who have a knack for providing quality service.

Starting in 1993 with just 13 volunteers, the program has grown in size and scope. Today, 125 VIPs help passengers get to their gate on time, connect with friends and family, and locate lost belongings. The VIPs provide directions, information, and advice, and they do so with a smile. Though much of their work takes place in broad daylight, it often goes unnoticed.

"I have a great deal of respect for our volunteers," says Cynthia Saxton, VIP coordinator at Port of Portland. "They not only give of their time and service, they give of their hearts in everything they do."

## **Wear Blue**

VIPs are easily found in a crowd wearing their royal blue sweaters. More than half of the team members are retired airline industry professionals; the rest retired from diverse careers as school teachers, dentists, pharmacy technicians, architects, police officers, firefighters, and more.

VIPs have one mission – helping passengers. Often called "rovers," they mill around the airport looking for people who need help. VIPs also staff the information booths at each end of baggage claim, assist with international passengers, and help with special projects and events, such as open houses, inaugural flight ceremonies, emergency response drills, and airline anniversaries.

"We never stop looking for ways to improve the passenger experience at PDX," explains Donna Prigmore, Port customer

relations manager. "The VIP program is a vital component to this commitment and we strive to make our guests feel welcome and at home in the airport."

Volunteers are asked to commit to 12 hours per month. They must pass a security background check to be badged to work in the airport, and they must complete an orientation, training, some paperwork and a tour of the airport. Foreign language skills are a plus, too.

PDX volunteers contributed more than 20,000 hours of service in 2012. A ceremony this fall will honor the VIPs and celebrate the Volunteer Information Program's 20-year anniversary.

## **Help Courageously**

VIPs walk into the airport's 1.5 million-square-foot terminal building not knowing what stories they'll walk away with at the end of the day.

"Each traveler they assist is an opportunity to help and make a difference in someone's life, even if for just a brief moment – it leaves a lasting impression," says Saxton.

For example, seven-year VIP Jack Bailey traveled to Northwest Portland to help a PDX passenger. A Japanese student who spoke limited English asked Bailey for directions to Portland's Amtrak Station. Eager to help, Bailey gave her directions and she was on her way. He later realized she left her travel book on the counter with all her notes inside. So, what did Bailey do? He drove to the Amtrak station to deliver the book.

"Her eyes lit up when she saw me," says Bailey. "Having not realized it was even gone yet, I could see her process everything



# CELEBRATES 20 YEARS

and she looked at me in astonishment. It was such a great feeling knowing I helped her.”

Bailey is a retired IT specialist with the Bonneville Power Administration. He has no official background in the aviation industry, although he has an affinity for airplanes. He volunteers at PDX because he cares.

“A number of volunteers have done the extraordinary to take care of our customers,” says Bailey. “I’m just one of the few who gets to share my story.”

## Lead Gently

Annie Tendler, a 10-year VIP veteran, retired Delta flight attendant and pharmaceutical technician, shared her most captivating story as a PDX volunteer.

A nicely dressed man with a walking cane approached Tendler at the information booth. He was blind. He gave Tendler the impression he was newly sightless, but very independent and did not want a lot of help. Instead, he asked for directions to the Hut Airport Shuttle. Tendler gave him directions, although it would be another two hours before the next shuttle bus arrived. She offered to walk with him to the shuttle area across the roadway to help familiarize him with the location.

Before catching the shuttle, the man decided to grab a bite to eat in the terminal. Nearly two hours had passed when Tendler saw him approaching the roadway. He suddenly took a wrong turn and began walking into traffic. Tendler burst through the door to help. Knowing his independent nature, she kindly put her hand on his back and introduced herself again. “It’s Annie—I believe you may have taken a wrong turn,” Tendler explained. She guided

him safely to his shuttle, not telling him how close he had come to traffic.

“I didn’t want him to lose faith in his abilities,” Tendler says. “He needed to believe in himself.”

## Keep Sunny

Following a visit to the Portland area, Dr. Jenny Williams took the time to complete a comment card detailing her experience traveling through PDX.

While VIP Sunny Allen was assisting three passengers simultaneously at the information booth, Williams approached her to ask for some tourist advice. Without skipping a beat, Allen was happy to help.

“She juggled each of our needs, one at a time, targeting our concerns in a timely, efficient and enthusiastic manner,” said Williams. “Having lived in a tourist city for the past 20 years, I understand the value of great employees who represent the city.”

She added, “Keep Sunny” with an exclamation mark on her comment card.

There’s no question VIPs are here to help. They dedicate their time, talents and energy to making a difference in people’s lives. They help all kinds of people all the time; nursing mothers, elderly passengers, injured soldiers returning home from war, foreigners arriving to the U.S. for the first time, and the list goes on. So the next time you’re traveling through PDX, notice the people wearing blue.

by Annie Linstrom



## PORTEVENTS

### July

**10**

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

**11**

PDX Citizen Noise Advisory Committee  
5:30 – 8 p.m. • Anchor Conference Room, Port of Portland headquarters

**20**

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

**26 – 28**

Oregon International Airshow \*  
Gates open at 6 p.m. on Friday, 9 a.m. on Saturday and Sunday

**28**

Columbia Slough Regatta \*  
9 a.m. – 1 p.m. • Multnomah County Drainage District Launch Site, 1880 NE Elrod Dr., Portland

### August

**7**

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

**17**

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

### September

**12**

PDX Citizen Noise Advisory Committee  
5:30 – 8 p.m. • Anchor Conference Room, Port of Portland headquarters

**18**

PDX Community Advisory Committee Meeting  
2:30 – 5:30 p.m. • Chinook Room, Port of Portland headquarters

\*Events where the Port of Portland staffs a booth