



MANIFEST

A COMMUNITY NEWSLETTER FROM THE PORT OF LONGVIEW

Two New Steel Companies Locate at the Port of Longview

Two major industrial tenants arrived at the Port of Longview in the latter half of 2001. Brown-Strauss Steel, a distributor of structural steel products, leased 15 acres of a former log-handling yard, and North American Pipe & Steel (Napsteel), a distributor of steel pipe, became the first tenants at the Port's 300-acre industrial park.

These new tenants represent the fruit of several years of effort by the Port to diversify beyond the forest products and bulk commodity industries into the metals industry, particularly steel and aluminum. Both companies decided to relocate at the Port because the area met their requirements for a skilled work force, supportive community, efficient cargo-handling equipment and extensive covered and outside storage.

"We're developing the Port as a center for steel handling and processing," said Port Executive Director Ken O'Hollaren. "These two companies fit very well with the Port's strategy to bring in tenants that take advantage of both the industrial land and marine terminals."

Impressive Truck and Rail Access from Marine Terminals

Spokesmen from both companies emphasized that combined access to ship, rail and road networks were important factors in their selection of the Port of Longview. They are pleased with its proximity to Interstate Highways 5 and 84 and several state highways, and the availability of service from two rail companies: Burlington Northern Santa Fe and Union Pacific. "The Port of Longview gives us a lot of options for moving our steel products," said Charles Leonardson, division manager of Napsteel. "It's well situated for covering the Northwest as well as Idaho, Montana and the Dakotas."

Avenue to the U.S. Market

Napsteel got its start in the large port city of Delta, B.C., in Canada. When the company decided to expand its presence in the United States, it wanted to stay out of heavily congested areas and began looking for a facility that would be accessible and able to process shipments in a timely manner. The Port of Longview fit the bill.

"We're excited," Leonardson explained. "Our employment is heavier than expected after only five months, and we're planning more hiring in February. We're especially pleased with how the local longshoreman's union and Port staff are willing to work as a team to help us be successful."




The Westwood Cleo discharging Napsteel cargo.

"The Port is pleased to receive imported steel cargo for Napsteel and is looking forward to future opportunities with Westwood Shipping, a first-class steel carrier."
- Gary Lindstrom, director of marketing, Port of Longview.

An Unbeatable Welcome

Undeterred by the slow economy, Brown-Strauss Steel decided the best investment in the future of their company would be to relocate from their Portland site to the Port of Longview. They have been delighted with the results.

They obtained more space, a less expensive lease, and are able to serve the same customer base as they did in Portland. "The Port of Longview has been creative in the face of the forest products downturn, and they managed our relocation under very adverse circumstances," observed Mike Stephen, Longview manager, Brown-Strauss Steel. "The community is wonderful and all the necessary services and facilities were in place. The Port staff supported us in every way possible, including arranging financing and providing market research. Taking all factors together,

the Port of Longview was the only logical choice for Brown-Strauss Steel. Everything was right. Everything." 

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- Mike Stephen, Longview manager, Brown-Strauss Steel*

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The Port of Longview held a ribbon-cutting ceremony on December 19, 2001, to dedicate the 39,000 square-foot warehouse facility for its new tenant, Brown-Strauss Steel. The Port built the warehouse with the assistance of a loan from the Community Economic Revitalization Board (CERB), a state loan and grant program for economic development financing. "Without the CERB program, the Port would not have been able to build this warehouse," said Ken O'Hollaren, executive director at the Port. Getting ready to cut the ribbon are, left to right, Ted Sprague, president, Cowlitz Economic Development Council; Mike Stephen, Longview manager, Brown-Strauss Steel; Walt Barham, commission president, Port of Longview and Ken O'Hollaren.

Putting Longview Trains on a Faster Track

Cowlitz County needs trains. But no one needs the three at-grade crossings where trains serving the Port of Longview creep over State Route 432 at Third Avenue and Industrial Way. Fortunately, a significant improvement is in process as the Port nears completion of the Fibre Way Grade Separation project, the first phase of the Industrial Rail Corridor.

The Fibre Way Grade Separation project involves building a road overpass on Fibre Way from Columbia Boulevard to East Mill Road so trains can travel under the roadway without obstructing traffic. The overpass should be completed in early spring of 2002, and the entire rail corridor is scheduled for completion about one year later.

New Rail Corridor to Reduce Congestion and Increase Safety

"The state highway is the main traffic corridor into the industrial area of Longview," said


"The overpass will relieve congestion on SR 432 and improve traffic safety on Fibre Way."
- Norm Krehbiel, director of facilities and engineering, Port of Longview

Norm Krehbiel, director of facilities and engineering, Port of Longview. "The grade separation is the first phase of a larger project to provide a rail corridor that will relieve congestion on SR 432, improve traffic safety, and cut in half the time it takes for us to move rail cars to and from the Port."

The Port has already acquired the right-of-way for a rail corridor that will extend from Longview Switching Company's lead onto the main Burlington Northern track to the Port of Longview's Industrial Park and tie into the Port's marine terminals. By building the grade separation prior to constructing the new track, the Port ensures that vehicles will never encounter an at-grade rail crossing on Fibre Way, even while the new track is under construction.

Building the Community

Currently, construction of the grade separation is providing jobs in Cowlitz County. "Our heavy construction business slows down in winter so we normally have a lot of layoffs," said Skip Portner, president of Ostrander Rock & Construction, general contractor for the project. "Work on the grade separation has helped us to employ more people during the slow time and to hire local sub-contractors and suppliers such as Five Rivers Construction, Renaud Electric, Mt. St. Helens Fence, Spurlock and Associates, Lakeside Industries and J.L. Storedahl & Sons.

The new rail corridor is expected to benefit the entire community by providing a safer and more efficient route for trains to access the Port's Industrial Park. "When new industries locate here because of the improved rail connection, it creates new jobs and revenue for the community," said George Cress, director of planning and development, Port of Longview. "The Port is pleased with the project. It is providing construction jobs now and job prospects for the future." 



An Ostrander Rock & Construction worker moves Geofoam blocks into place. Each 16 foot-long block weighs approximately 280 pounds.

GEOFOAM PROVIDES FIRM FOUNDATION IN SANDY SOIL

The low-strength foundation soils at the Fibre Way overpass presented an immediate challenge for the design engineers at HNTB and Jacobs/Sverdrup Civil.

After extensive research into alternative fill materials, they recommended using lightweight plastic geofoam, which weighs only 1.5 pounds per cubic foot, compared to about 120 pounds per cubic foot for earth fill. Their recommendation was accepted by the Port, Washington State Department of Transportation and engineers from the City of Longview and Cowlitz County.

- The total cost of the project is lower using geofoam rather than earth fill.
- Impacts to neighboring landowners are greatly reduced.
- The construction season can go through wet weather, shortening disruption of traffic and providing employment in the winter months.
- Geofoam is stable in earthquakes.
- Project time is shortened by three years.

"Our company used geofoam successfully to widen Interstate 15 through downtown Salt Lake City for the Winter Olympics, so we've had experience with its value and effectiveness," said Paul DePalma, the Fibre Way Grade Separation project manager, Jacobs/Sverdrup Civil. "But this product is relatively new to our area, so I commend Ostrander Rock & Construction for their willingness to be proactive in using this innovative material."

For more information about geofoam, visit the Internet web site of the Geofoam Research Center at <http://geofoam.syr.edu>.



Fibre Way Grade Separation project under construction in November 2001. Geofoam fill can be seen at the top right.



Five Rivers Construction workers steady the first of seven pre-cast concrete girders as they are moved into place atop the Fibre Way Grade Separation project.

Deepening the Columbia's Channel to the World

Newer cargo ships in the world fleet can no longer navigate the Columbia River channel if they are fully loaded. It's too shallow to accommodate the deeper draft of modern vessels. As a result, some ships are avoiding the Columbia River ports altogether and some are forced to leave a portion of their cargo behind.

"The ports on the Columbia River are at a competitive disadvantage because owners can't maximize revenue from their larger ships," said Captain Steven Brown, president, Columbia River Pilots. "If the channel is not deepened soon, the result will be loss of business and jobs for our area."

To accommodate the evolving needs of the shippers that use our ports, the Columbia River Channel Improvement Project was developed.

What is the Channel Improvement Project?

The basic project involves deepening the Columbia River navigation channel from 40 feet to 43 feet along its 106-mile length from the mouth of the Columbia River to Portland/Vancouver. Only the shallow points within the channel, such as higher sand waves and shoaled areas, will be removed in order to achieve a consistent depth of 43 feet.

Who is sponsoring the Project?

The Columbia River ports (Kalama, Longview, Vancouver and Woodland in Washington; and Portland and St. Helens in Oregon) entered into an agreement with the U.S. Army Corps of Engineers to partner and share the cost of studies and construction of the Project.

Why is the Columbia River important to commerce?

Cargo from Pacific Rim countries and more than 40 states regularly passes through Columbia River ports. Trade along the river supports about 40,000 Pacific Northwest jobs directly dependent on maritime commerce, and 59,000 jobs positively influenced by maritime commerce. If the next generation of cargo ships cannot navigate the lower Columbia River, many of the major industries on the river will disappear, along with thousands of family-wage jobs.

The U.S. Army Corps of Engineers estimates the project will provide an average \$34.4 million in transportation cost savings annually.

When will the Project begin?

If all environmental approvals are received, the earliest construction could start is November 2002.

How much will the Project cost?

The total expected cost of the Columbia River project is \$158 million, including \$103 million in federal funding. So far the federal government has approved \$4.5 million. Oregon has already appropriated its \$27.7 million share. In a legislative briefing at the Port of Longview on November 20, 2001, Congressman Brian Baird, Senator Sid Snyder and Representatives Mark Doumit and Brian Hatfield

pledged their continued support for channel deepening, including release of part of the \$10 million that Washington state has appropriated. Future appropriation of the additional \$17.7 million is needed to fulfill the local match.

How are environmental issues being addressed?

Before moving forward, the Project must meet a series of environmental regulations and certifications. These include studies which will assess impacts on endangered species, and the resulting compliance measures and actions. In addition to federal environmental regulatory processes, the project sponsors must also meet Oregon and Washington state water quality and other environmental requirements.

How does the Project impact the economy?

Deepening the Columbia River to accommodate larger ships is an economic necessity for the region, especially during this economic downturn. "At least 1,000 businesses ship products through the Columbia River," said David Hunt, executive director of the Columbia River Channel Coalition, a pro-channel deepening group representing area ports, businesses, labor unions and farms. "The economic impacts are huge and the cost savings accrue not just to the ports, but also to all the businesses and farms throughout our region involved in this industry. We can't afford not to deepen the channel and let economic benefits slip away."

To learn more about the Columbia River Channel Improvement Project, visit the web sites of the U.S. Army Corps of Engineers Portland District at www.nwp.usace.army.mil and the Columbia River Channel Coalition at www.channeldeepening.com.

"If the channel is not deepened soon, the result will be loss of business and jobs for our area."

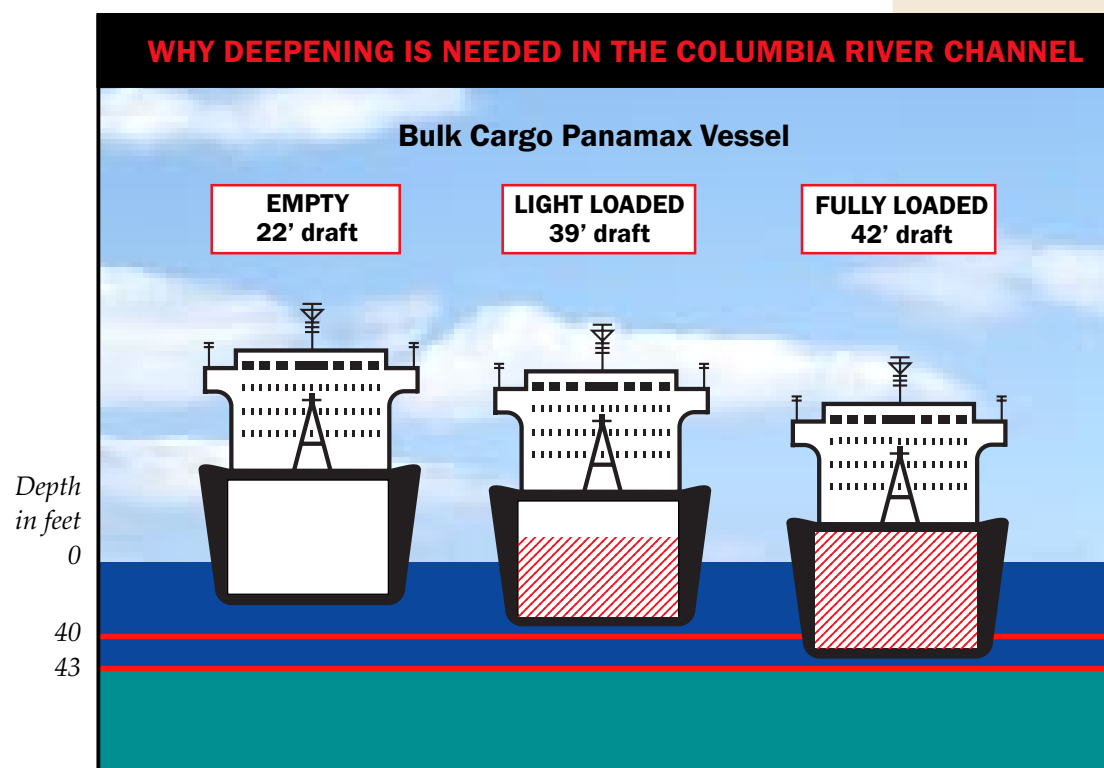
- Captain Steven Brown, president, Columbia River Pilots.

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- David Hunt, executive director, Columbia River Channel Coalition

T I M E L I N E

- **1988**
Federal study on the need to deepen the Columbia River channel is requested.
- **1994-1999**
Feasibility study and Environmental Impact Statement.
- **1999**
Congress fully authorized the project.
- **2000**
Congress appropriated initial \$4.5 million, mostly for ecosystem restoration.
- **2001**
Re-consultation begins to develop scientifically credible biological assessment.
- **2002**
Biological opinion expected to be issued by federal environmental agencies.
- **2002**
Construction could begin by the end of the year.



Deepening the channel from 40 to 43 feet will allow a ship to carry 6,000 more tons of bulk cargo than it can today and will allow fully loaded ships to navigate the Columbia River channel.

Current depth
Proposed depth

Three New Faces at the Port



Dan Polacek, Reception/Clerk

You've probably noticed the cheerful voice answering your calls to the Port of Longview. That's Dan Polacek. Before joining the Port, Dan was executive assistant at the Red Lion Hotel in Kelso. He's lived in the area his entire life and knows the community well.



Paul Stenlund, Programmer/Analyst I

Paul joined the team in December 2001. His experience as systems specialist/network administrator for Longview Aluminum gave him the credentials to help manage the Port's information system. With the downturn in the aluminum industry, he was pleased to take on this new opportunity at the Port.



Marie Wise, Communications/ Public Affairs Manager

Marie switched from the Port of Kalama to the Port of Longview last summer. Her new position was a welcome change and she's excited about communicating with the Longview Port District. Marie is a graduate of the Linfield College Adult Degree Program.

Fond Farewell



Darlene LaRoy, Computer Analyst

Darlene LaRoy retired in December after fifteen years with the Port of Longview. "I'll miss the people here," she said. "Everyone is easy to work with, like a big family. And the job is challenging, interesting and changing all the time." We wish Darlene well as she embarks on the next challenges in her life.

MEET YOUR COMMISSIONERS
You are cordially invited to attend the public meeting of your Port commissioners, held on the second Tuesday of each month at 2:00 p.m. in the Commission Room at the Port of Longview's Administration Building located at 10 Port Way in Longview, Washington. Please call 425-3305 to confirm the meeting time prior to attending, as meetings are occasionally rescheduled.

Three port commissioners, elected for six-year terms, act as a board of directors for the Port.

The current commissioners are:
Larry M. Larson,
President
Daniel J. Buell,
Vice President
J. Walter Barham,
Secretary

The Port's Own Santa Claus

Good Cheer to All

Having apparently traded in his sleigh and reindeer, Santa was spotted on the Amtrak route from Chehalis bringing good cheer to the annual tree-lighting ceremony at the Kelso train station.

The white-bearded Christmas icon goes by another name during the rest of the year. Bruce Wilcox, a millwright with the Port of Longview, is the Port's "official" Santa. This unique gentle man started his Santa career during the Port employees' first children's Christmas party in 1990, and never looked back. In his well-loved role, Bruce turns on the lights at the Longview Civic Center and listens to the Christmas wishes of boys and girls in a variety of churches, schools and businesses throughout December every year.

In his other life, Bruce worked on the ships as a longshoreman for twenty years and now manages the bulk loading equipment at the Port, including all conveyor belts and mechanical parts at Berths 2 and 5. He's married with two children and two grandchildren.

Christmas wouldn't be quite as enchanting for the Longview community without the generous volunteer efforts of the Port's own Santa Claus.



Santa Claus with Julia Wygant, daughter of Port electrician Jeff Wygant.



Christmas craft-time participants CharLee Bethje (left), granddaughter of Marie Wise, and Emily Cress (right), daughter of George Cress.

Marks of Longevity

Congratulations to these individuals for the following years of service:

25 years

John McCord, Pilebuck Foreman

20 years

Kelly Gemar, Laborer

Lane Ronnebaum, Laborer

15 years

Darlene LaRoy, Computer Analyst

George Suttles, Pilebuck

10 years

Kevyn Davidson, Construction Coordinator

Lori Fuller, Accounts Payable Manager

Gary Lindstrom, Director of Marketing

Daniel Malone, Electrician

Port Partners with The Daily News to Distribute Manifest

Reaching our Port District

The Port of Longview's community information newsletter has a new look and a new distribution method. The Manifest is now larger and is reaching Port District residents as an insert in *The Daily News*. Partnering with the local media is important to the Port and the program is expected to increase readership and reduce mailing costs. Your feedback and comments are very important, particularly regarding this first issue.

To comment, request additional copies, or suggest future articles, contact the Port's Communications/Public Affairs Manager, Marie Wise, at 360-425-3305, or send an email to mwise@portoflongview.com.

CHECK US OUT

Find out more about your Port. Check out the Internet web site at www.portoflongview.com

Stay tuned, during 2002 the web site will be undergoing an updating and redesign process.

