



MEDIA CONTACT

Brooke Hendrickson
Communications Associate
bhendrickson@portoflongview.com
(360) 425-3305

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CHEERS TO THE PORT'S INDUSTRIAL RAIL CORRIDOR,

Port of Longview handles Canadian barley bound for Guatemalan brewery

Longview, WA– Handling cargo bound for Guatemala, the Port of Longview discharged railcars at its designated dry bulk facility, highlighting several benefits that come with doing business at the Port of Longview.



Arriving off the mainline via the Port's dedicated Industrial Rail Corridor (IRC), nearly 5,000 metric tons of Canadian malted barley loaded to vessel at the Port's Berth 2 dry bulk facility. Berth 2 allows for cargo to be dumped from railcars onto a conveyor and directly loaded to vessel without interruption or excess handling.

The IRC stretches 1.5 miles along the perimeter of the Port, allowing trains to move directly from the mainline into the Port without waiting and is serviced by both BNSF and UP railroads. In the upcoming year, the Port will add additional through track and sidings to meet growing demand.

“Our Industrial Rail Corridor is an invaluable asset in attracting bulk commodities, just as we anticipated,” said Business Development Manager Laurie Nelson-Cooley. “The expansion will accommodate existing users and allow significant growth in attracting additional bulk customers.”

The barley originated from Canadian Malting Company in Calgary and is bound for Cevecería Centro Americana, also known as Central American Brewing. Malted barley is used for brewing, distilling and food markets.

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ABOUT THE PORT OF LONGVIEW The Port of Longview is the first full-service operating port with strategic transportation connections on the deep-draft Columbia River shipping channel in southwest Washington State. The Port is located just 66 river miles from the Pacific Ocean, 120 driving miles from Seattle, Washington, and 40 driving miles from Portland, Oregon. Port facilities include eight marine terminals and waterfront industrial property with direct connections to main-line rail and interstate highway. Cargo handling specialties include bulk cargos and breakbulk commodities.

PORTOFLONGVIEW.COM

T. 360-425-3305
F. 360-425-8650

10 PORTWAY
LONGVIEW, WASHINGTON 98632

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