

PORT OF LONGVIEW | WINTER 2023

PORT TALK



A LOOK BACK AT 2022

REVIEW OUR TOP EXPORTS, TRADING PARTNERS AND MORE!



LEARN ABOUT THE COLUMBIA RIVER



STAY UP TO DATE ON PORT PROJECTS



SEE HOW THE PORT STAYS GREEN

'22 in Review

221

vessel calls

6.9 million

metric tons handled

22

trading countries

1 in 11

local jobs

20+

types of cargo

CARGO HIGHLIGHTS

GRAIN



Grain originating in the western U.S. is exported to countries around the Pacific Rim for consumption.

CALCINED PETROLEUM COKE



Calcined Coke is exported to Australia, Brazil and New Zealand for use in aluminum smelting.

SODA ASH



Soda ash from the U.S. is exported to countries around the Pacific Rim for manufacturing soap, detergents and glass.

WIND



Wind blades manufactured in China were imported for wind energy farms in Canada.

POWER POLES



Hand-picked Pacific Northwest timber is exported to Ireland for use in the telecommunications industry.

EXPLORE THE PORT'S TOP FIVE TRADING PARTNERS

- 01 CHINA**
Over 2.9 million metric tons (MT) of exports and imports featuring bulk minerals, wheat, corn and more
- 02 JAPAN**
In second was Japan, with over 738,000 MT of agricultural exports and bulk minerals
- 03 SOUTH KOREA**
Coming in third place is South Korea, with over 723,000 MT of cargo exports
- 04 PHILIPPINES**
In the same place as last year, export cargoes to the Philippines totaled 657,000 MT
- 05 AUSTRALIA**
Rounding out the top five are exports to the Australia, which totaled 342,000 MT



Gateway to the Pacific



FEEDING THE GLOBE

There are multiple grain export terminals located on the Columbia River that annually export over 25 million metric tons of grain combined. Each year, grain exports on the Columbia River increase, connecting more farmers to the rest of the world.

MORE THAN

55 % OF ALL U.S. WHEAT MOVES THROUGH THE CHANNEL TO THE PACIFIC RIM

THE RIVER SYSTEM RANKS

#1 U.S. WHEAT EXPORTS

#2 U.S. SOY EXPORTS

#2 U.S. CORN EXPORTS

#1 WEST COAST WOOD EXPORTS

#1 WEST COAST AUTO EXPORTS

\$8 BILLION
IN WASHINGTON
AGRICULTURAL PRODUCT
WAS EXPORTED IN 2021



did you KNOW...

... a typical cargo ship visiting the Port of Longview can take up to a full mile to come to a stop when fully loaded? Commercial vessels have to maintain a safe speed to effectively navigate the river's tides and flow.

NAVIGATING THE COLUMBIA RIVER, 365 DAYS A YEAR

The Columbia River's complex jetty system and navigation channel require cargo vessels to use both bar and river pilots with high-level expertise to navigate safely in the waterway.

Bar pilots board vessels entering the river several miles out in the ocean by boat or helicopter. On board, they help maneuver the ship into the river's navigation channel. Once safely across the bar, the bar pilot trades places with a river pilot who will navigate the vessel to its port of destination.

River pilots must know the 600 wide and 43 foot deep navigation channel like the back of their hand. Each bend in the river, shallow or rocky area, island, bridge and navigation obstacle is on their radar as they guide ships 24 hours a day, 365 days a year in all weather conditions.

*Information sourced from Pacific Northwest Waterways Association and the Washington Department of Agriculture.

INFRASTRUCTURE AND IMPROVEMENTS ARE KEY TO ATTRACTING CARGO

The Port of Longview is constantly competing with neighboring ports to attract cargo from all over the globe. No port is immune to the changing needs of a customer, so it's more important now than ever to have strong, reliable infrastructure to attract cargo that secures jobs and economic benefits for our community.

Customers are looking for a port that can safely and efficiently discharge their cargo and get it on its way quickly. This means looking at infrastructure such as rail, available equipment and

storage options that will best accommodate their cargo needs.

The Port of Longview has these features and more, making it an appealing destination for customers' cargo. However, competing ports also have strong features, making the West Coast one of the most competitive markets for cargo movement.

In order to edge out competitors and bring economic benefits to the community, we must constantly make improvements. Each and every

investment at the Port is done for the direct benefit of local citizens.

The Port of Longview works hard to attract cargo from around the world to benefit the community. Improvements to infrastructure and the acquisition of equipment play a vital role in attracting new customers to our area. Visit our website at www.portoflongview.com to stay up to date on Port projects currently underway.



1. INTERNATIONAL WAY GRADE SEPARATION

International Way provides access to the Port's administrative office, the Port's tenants' facilities and neighboring industries and currently requires passing through an at-grade rail crossing. At this intersection, rail traffic occasionally disrupts vehicle traffic entering and exiting Port property. Congestion in this area is expected to increase as the Port continues to grow.

The Port recently completed a transportation analysis to better inform infrastructure investments and prepare for anticipated growth. The study identified the need for an overpass to eliminate the International Way at-grade crossing as the Port continues to expand. Building the overpass will improve traffic flows that benefit freight mobility, ensure access for emergency services and provide a safe route for vehicular traffic. Ways to share your input are located on the back page.



INTERNATIONAL WAY GRADE SEPARATION PROJECT

PROJECT COST: TBD
EXPENDED TO DATE: \$34,000

2. INDUSTRIAL RAIL CORRIDOR EXPANSION

The original Industrial Rail Corridor, completed in 2004, connected the Port of Longview directly to mainline rail service, spurred exponential growth and attracted the nation's newest grain terminal. Nearly 20 years after its initial construction, a major expansion is necessary to keep up with customer and market demands.

The multi-year expansion project builds new tracks adjacent to the existing corridor, adds two new tracks and increases the length of the current tracks by 1,000 feet. Completion of the expansion will double freight capacity through the corridor, capitalize on the Port's geographic location and generated significant economic benefits for the local community.

In 2023, the Port plans to make a big step for the IRCE and acquire land needed to progress the project. Stay tuned for when the public comment period for environmental review opens up.



PROJECT AREA

INDUSTRIAL RAIL CORRIDOR EXPANSION (IRCE)

PROJECT COST: \$76 million
EXPENDED TO DATE: \$3 million

3. BERTH 4 REDEVELOPMENT

Built in 1928, the grain elevator complex played a critical role in the growth and development the Port of Longview throughout the 1900s. First operated by the Longview Elevator Company until 1936, and later Continental Grain, the facility saw several additions and improvements throughout its lifetime until Continental Grain shut its doors in 1989.

The Port first began redevelopment of the site in 2012, with the demolition of the original dock. With other redevelopment activities completed since then, ten years later, Port was granted the final permits to move forward with the demolition of the grain complex and its adjacent facilities.

Demolition and redevelopment is slated to start in 2023. Once the demolition is complete, and the site is ready for a new tenant, the Port will pursue securing a new industry that can uphold the Port's commitment to its community and create a new future for Berth 4.



BERTH 4 REDEVELOPMENT

PROJECT COST: \$10 million
EXPENDED TO DATE: \$4.5 million

ENVIRONMENTAL TEAM KEEPS THE PORT SHIP SHAPE



From left to right: Karley, Sean, Lisa, Amy and Keith.

The Columbia River is the Port of Longview's lifeblood and the responsibility of managing our relationship with it rests with our environmental team. These folks manage everything from the air around the Port to the water produced from cargo operations, all while making sure the Port adheres to a host of related, state-mandated permits.

Many operations at the Port are regulated by the Washington State Department of Ecology, which issues

permits outlining how cargo is handled at our facility. Our environmental team expertly navigates through these complex permits, ensuring cargo operations run successfully and without interruption.

With a top-notch team of environmental professionals leading the way, the Port of Longview is committed to stewardship of our shared environment and preserving our quality of place.

COMING SOON!
Environmental team video

Stay tuned for when our Planning & Environmental Team video is released on our Facebook page! We can't wait to show you our hardworking team of environmental professionals.



did you KNOW...

... the Port owns more than 75 acres of wetlands at Willow Grove? The property serves as a mitigation site to offset future development at the Port.

WATER TREATMENT FACILITIES = CARGO OPPORTUNITIES

Pacific Northwest waterways are vital to the region's economic engines, such as ports, because they move millions of tons of cargo and support tens of thousands of jobs annually. So, it's no surprise that the Port of Longview has a vested interest in ensuring the Columbia River remains healthy and open for business.

The Port manages water runoff from both rainfall, known as stormwater, and from cargo operations, known as wastewater, at on-site treatment facilities to ensure our environmental foot print remains small.

Wastewater from cargo operations is pumped to a 1.5 million gallon environmental containment pond where debris and contaminants settle to the bottom of the pond and the water moves to the Port's water treatment facility for processing. After on-site processing, the treated water is then sent to Three Rivers Regional Wastewater Treatment Plant. Debris from the bottom of the pond is removed as needed and disposed of according to permit requirements.

For filtering stormwater, the Port constructed and maintains a half-acre treatment area with specialized plants and soils to naturally filter rainwater in the treatment area to support plant growth.

These are just two of the many actively managed water treatment systems at the Port. Through multiple permits, including wastewater and stormwater permits, the Washington State Department of Ecology regulates environmental expectations to ensure operations are sustainable and reflective of the Port's commitment to the natural environment.



The Port's wastewater pond collects debris from water contained and collected during cargo operation.



The Port's stormwater infiltration pond naturally filters rainwater runoff using specialized plants and soils.

History in the Making



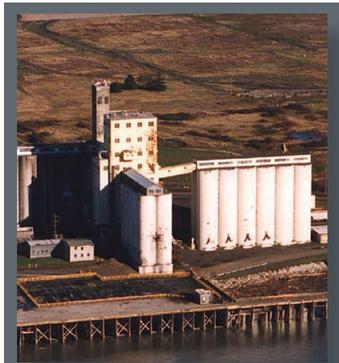
On March 19, 1921, the local community voted to approve the new Port of Kelso located on the banks of the Cowlitz River. Years later, the Port of Kelso relocated to the Columbia River and its new facilities were officially dedicated at a celebration on April 15, 1926.



During the 1940s, the Port became a critical hub for wartime equipment and supplies. So critical, new facilities were built to accommodate more than \$400 million in wartime exports.



In 1950, the Port became the first Pacific West Coast small port to receive "Terminal Port" status. This important designation meant the Port could compete for cargo on the global stage. Later, the Port would acquire a new gantry crane, doubling its capacity for handling bulk and heavy-lift cargo.

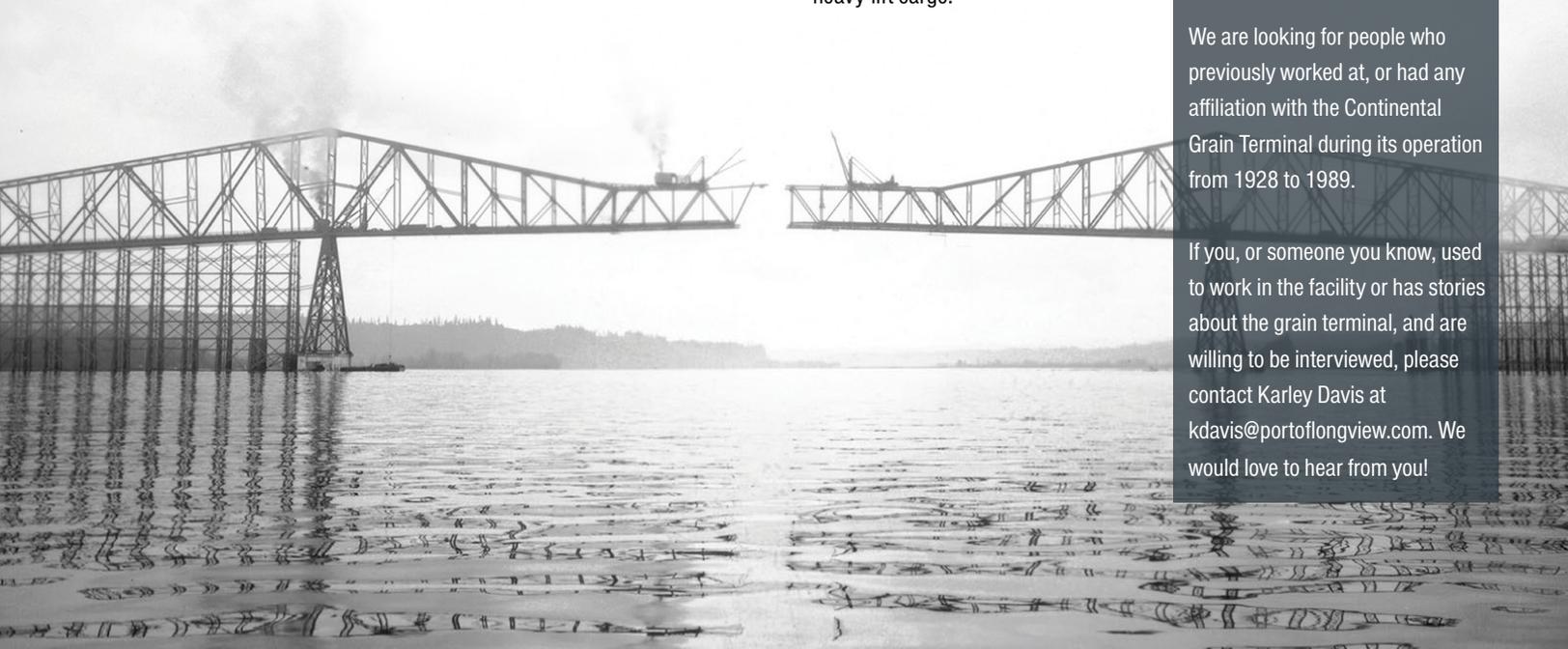


WE WANT TO HEAR FROM YOU!

The Port is gathering historic information on the old Continental Grain facility at Berth 4. The Port has been redeveloping Berth 4 since 2012 and plans to demolish the facility are in the works for 2023.

We are looking for people who previously worked at, or had any affiliation with the Continental Grain Terminal during its operation from 1928 to 1989.

If you, or someone you know, used to work in the facility or has stories about the grain terminal, and are willing to be interviewed, please contact Karley Davis at kdavis@portoflongview.com. We would love to hear from you!



did you KNOW...

... Joseph Strauss, who created the design of the Longview-Rainier bridge, was also the engineer of the Golden Gate Bridge in San Francisco.

YOUR BOARD OF COMMISSIONERS



JEFF WILSON
DISTRICT 1



DOUG AVERETT
DISTRICT 2



ALLAN ERICKSON
DISTRICT 3

Regular commission meetings are held on the 2nd and 4th Wednesday of the month. Visit www.portoflongview.com for more information.

*****ECRWSS***
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PORTLAND, OR
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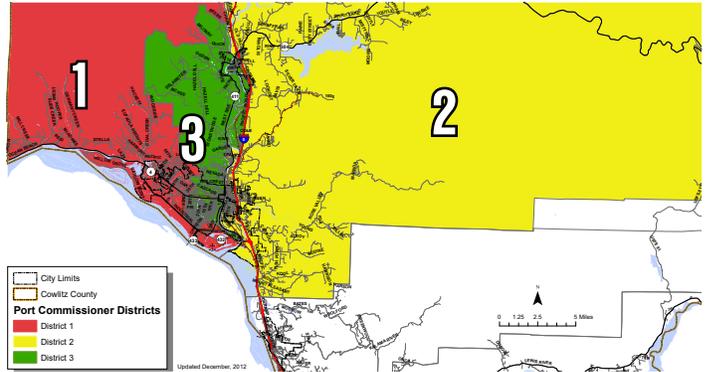
WHO IS YOUR LINK TO THE PORT OF LONGVIEW?

Did you know that your voice is working to guide the Port of Longview?

In this sense, your voice comes through elected officials who represent your interests on the Port's Board of Commissioners.

The Port of Longview's port district is divided into three geographic sub-districts and occupies the northern

two-thirds of Cowlitz County, from just north of Kalama to the Lewis County line. A Commissioner is elected from each of these sub-districts to set policy that guides the Port. Learn more about your Port of Longview commissioners and how you can engage with them directly by visiting our community education website www.portoflongview.com.



STAY UPDATED ON PORT PROJECTS



CLIMATE ACTION STRATEGY

The Port is developing a Climate Action Strategy to attract and maintain customers, reduce environmental impacts and safeguard the long-term resiliency of Port operations. Learn more about the project and sign up for project updates at www.portoflongview.com.



EV CHARGING STATIONS

Thanks in large part to a grant from the Washington State Department of Transportation, two electric vehicle charging stations are available for public use at the Port's office. The ChargePoint stations cost \$0.20/kwh with a \$2/hr rate applied 30 minutes after fully charged.



OPEN HOUSE

International Way Grade Separation
February 23 at 4PM

PROVIDE PROJECT INPUT

You're invited to share your opinion on the Port's proposed International Way Grade Separation Project. View the preferred project alternatives, share feedback and talk with Port staff and consultants. Visit www.portoflongview.com to learn more!



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