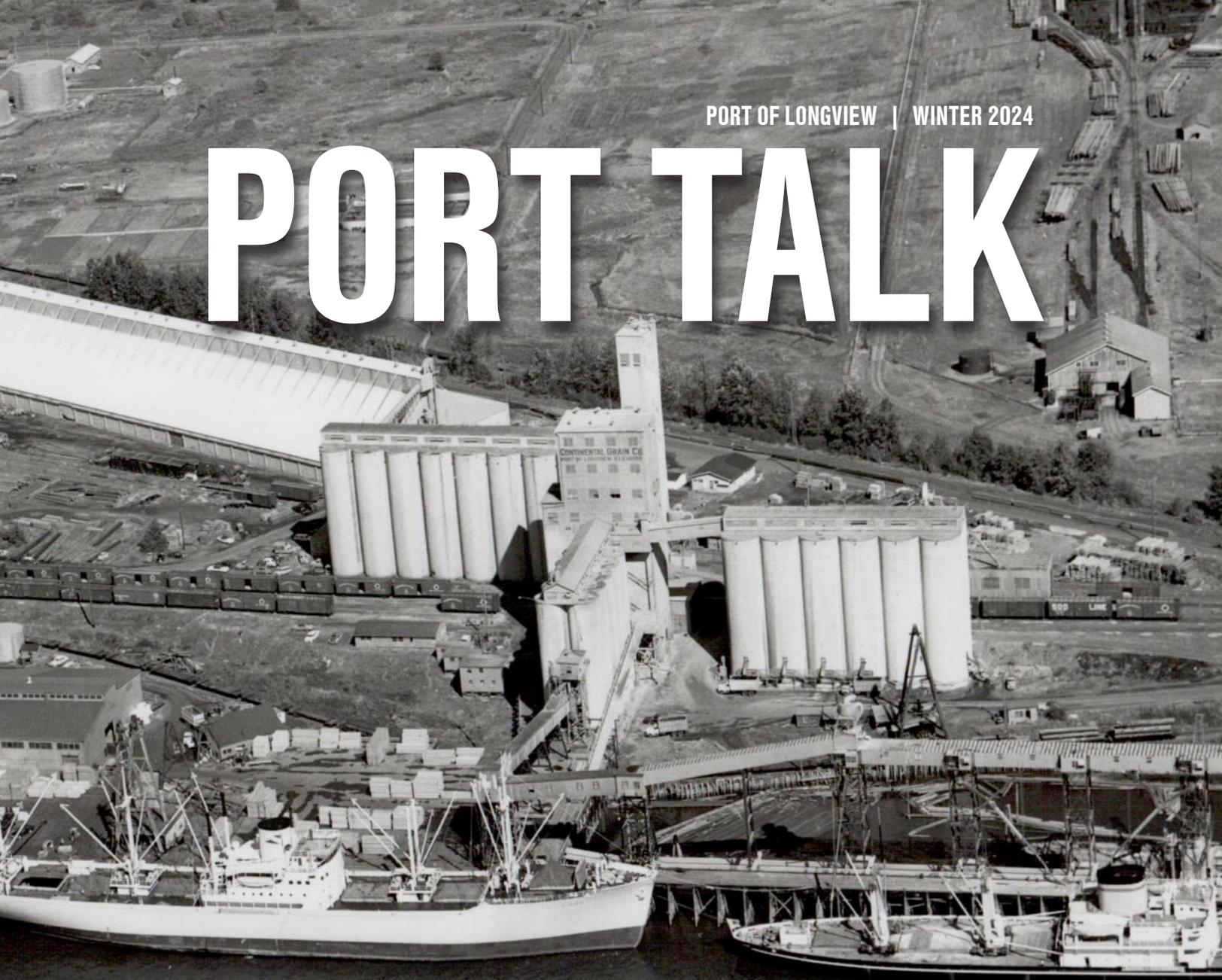


PORT OF LONGVIEW | WINTER 2024

# PORT TALK



## REDEVELOPMENT & REVITALIZATION

REVISITING THE HISTORY OF THE OLD CONTINENTAL GRAIN TERMINAL



QUICK FACTS ABOUT YOUR PORT



NEW HEAVY LIFT EQUIPMENT



HIGHLY SKILLED MAINTENANCE CREW

# Did You Know...

You own the Port! The Port is a **public asset** governed by three elected officials, the board of commissioners.

The longest wind blades that blow through the Port of Longview are **275 feet long**. That's almost the length of a football field!

- Nearly **20,000** jobs are related to marine terminal activity at the Port.

- The Port contributes **\$679 million** for local businesses in the form of responding in the community.



The Port owns two mobile harbor cranes. Combined, they can lift over **300 thousand pounds** and can be operated via remote control.

The Port owns and operates Willow Grove Park and Boat Launch. The Port purchased the park from Cowlitz County in 2016 for **\$1**. Since then, over \$5 million has been invested into improving the park.

Washington State has the largest locally controlled public port system in the world. There are **75 ports** in the state and over **300** in the U.S.



Learn more about the Port of Longview at [www.portoflongview.com](http://www.portoflongview.com)



## MAINTENANCE CREW KEEPS THE PORT ON TRACK

The Port’s maintenance department is made up of over 30 full-time steady crew members from various local trade unions, making for a highly-skilled workforce that keeps Port facilities running smoothly.

The crew is tasked with maintaining the Port’s eight marine terminals, multiple transit sheds, warehouses, office building, maintenance shop, sewer, stormwater drains and water and fire infrastructure systems on more than 800 acres of property. In addition, the maintenance team inspects and repairs the rail lines within the Port and works closely with the Port’s Planning and Environmental Department to ensure maintenance projects are in compliance with all local, state and federal requirements.

The maintenance crew has played a critical part in several major projects at the Port. Most notably,

the crew worked on the Industrial Rail Corridor which connected the Port to mainline rail service.

Not only does the crew tackle projects on Port docks and facilities, they also complete maintenance projects at Willow Grove Park and Boat Launch which is owned and operated by the Port of Longview. In recent years, the crew has renovated picnic structures, restroom facilities and walking paths at the Park and improved the dock structure and roadways at the Boat Launch.

The Port’s maintenance crew keeps the Port on track, literally. With team’s expertise and diverse skills, the Port is able to independently care for its facilities. In return, with reliable and well-maintained infrastructure, the Port can continue to move cargo and create living wage, local jobs right here in Cowlitz County.

## 2024 FACILITY MAINTENANCE PROJECTS

**Lighting:** Lighting at Berth 8 and the laydown yard are planned to improve energy efficiency and safety.

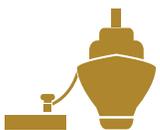
**Dock Maintenance:** Each year, the Port’s maintenance crew inspects the piling that make up the Port’s dock system. Updates are required at Berths 6 and 7 to maintain environmental systems and ensure continued dock capacity.

**Dredging:** It is extremely critical the Port maintains the depth at its berths on the Columbia River in order for vessels to dock. Once a quarter, the Port assesses the draft depth at each berth and dredges as necessary.

**Utility Maintenance & New Systems:** Port staff and the maintenance crew inspects and maintains Port utility systems, including: water mains, fire sprinkler systems, electrical systems, telephone lines, storm sewer and sanitary sewer systems. New electrical and water upgrades are planned in 2024, in addition to regular maintenance.

**Rail Maintenance:** The Port performs monthly inspections on the entire Port rail system, ensuring the railroads are functioning safely and properly.

## MAIN TYPES OF MAINTENANCE PROJECTS AT THE PORT



### DOCKS

In order to have safe and successful operations at the Port, our maintenance crew regularly inspects the piling that make up our docks and makes repairs when necessary.



### RAIL

The Port owns and maintains over 15 miles of rail lines that span the facility. While handling tens of thousands of rail cars per year, it is critical to have reliable and safe rail infrastructure for customers.



### FACILITIES

The Port owns several warehouses and other buildings that require regular maintenance. Weather-sensitive cargo needs strong and reliable warehousing for storage, making maintaining our facilities a top priority.



## BUILDING ON THE PAST, A NEW FUTURE AT BERTH 4

### 1927 COMPLEX, LONGVIEW ELEVATOR CO.

After relocating from the Cowlitz River to the more accessible and deeper Columbia River in 1926, the Port of Longview moved quickly to construct its first facility at its new, prime location.

In 1926, voters approved the Port's first issued bonds to purchase a 44-acre property to construct a grain elevator. Construction of the facility began in 1927, as Robert A. Long, worked with the Port to find a company to utilize the new grain elevator. After an extensive search, the Longview Elevator Company entered into an agreement with the Port to lease and operate the facility.

On June 30, 1928, construction of the new grain elevator was complete, fully tested and inspected. Construction took around ten months and utilized 113 men working day and night shifts.

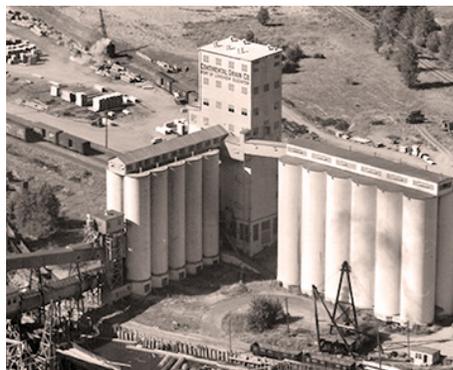


### 1945 ADDITION, CONTINENTAL GRAIN

The facility was operating successfully until 1936, when Longview Elevator Company closed its doors. Soon after, Continental Grain obtained the lease to the grain elevator and business resumed as usual.

During World War II, the Port acted as a critical supply base for the war. Every week, three to four full shiploads of government issued war equipment and materials were exported across Port docks to Russia and Great Britain.

In 1945, the United States War Production Board authorized the Port's plans to add 12 new concrete grain storage silos to its existing facility, increasing its storage capacity. Construction finished up that same year.



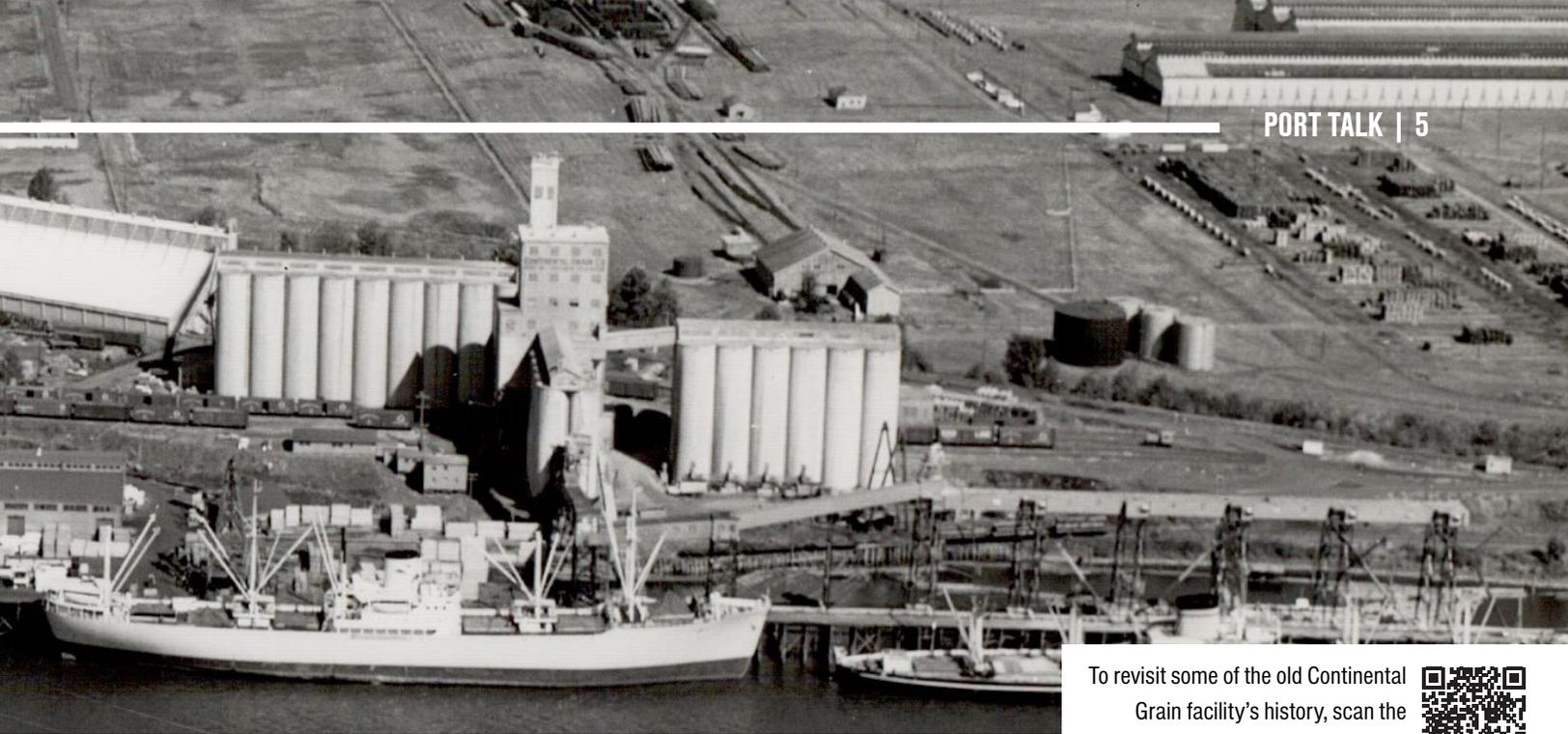
### 1951 ADDITION, CONTINENTAL GRAIN

In 1951, Continental Grain proposed an expansion for the facility. This time, the expansion included a new block of concrete silos and a new headhouse, nearly doubling the facility's grain storage space.

Three years later, another expansion project took place, adding a new structure for grain storage behind the 1951 silos. This storage building was known as 'BinX' and held up to 600,000 bushels of grain.

The Port continued to make small improvements to the facility until Continental Grain shut its doors to the terminal in 1989. The Port made efforts to market the facility for years after its initial closing, but did not receive any serious inquiries.





To revisit some of the old Continental Grain facility's history, scan the QR code:



### 2012 - 2017 REDEVELOPMENT

In 2012, The Port began the planning and engineering work to redevelop the site. Phase 1 of redevelopment began in 2014 with the removal of the 87-year-old timber dock structure. The removal of 1,000 creosote pilings was conducted by the Port's own trades union labor and one of the Port's Liebherr cranes.

Phase 2 began in 2015 with the construction of a layberth for ships to utilize while they wait for their designated terminal to open up elsewhere along the river.

Finally, in 2017, the Port made progress toward plans to demolish the facility by focusing on studies to determine construction materials.

### 2023 DEMOLITION

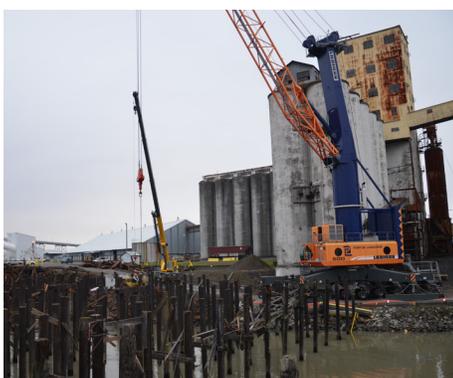
In 2022, the Port was granted its final permits to move forward with the demolition of the grain complex and its adjacent facilities.

In April 2023, the Port awarded the bid to demolish the facility to 3 Kings, a construction company out of Vancouver, WA. Demolition began in June with the removal of BinX, the storage behind the 1951 silos. Next to go was the block of silos built in 1945, then the bins built in 1927 and lastly the 1951 section was demolished. Material from the concrete silos was used to backfill the basements of each silo complex in order to level the site, since the basement of the facility cannot be removed due to its current position within the levee. Demolition officially concluded in January 2024.

### THE FUTURE

With demolition complete, the Port finally closes the book on the history of the 97-year-old facility. In the coming months, the Port will historically preserve the facility's past life through graphic materials, static displays using items salvaged from the old grain complex, a timeline mural and a short documentary about the facility.

While Berth 4 awaits a future tenant to bring it new life, the Port plans to repave the roadways around the site and continue to maintain the site's layberth. In addition, the Port's Business Development team will pursue securing a new industry that can uphold the Port's commitment to its community and write a new future at Berth 4.





## NEW HEAVY-LIFT EQUIPMENT BRINGS HEAVIER OPPORTUNITIES FOR YOUR PORT

The Port of Longview is constantly in competition with neighboring ports to attract cargo from across the globe. It is critical to have strong, reliable infrastructure to attract cargo that secures jobs and economic benefits for the community.

So, how does the Port do that exactly? Customers are looking for ports that can safely and efficiently discharge their cargo and get it to its destination as quickly as possible. This means ports are being assessed for reliable rail infrastructure, storage options and available equipment that will best accommodate customers' cargo needs. The Port has these features already in place,

making it an appealing destination for customers' cargo. However, other ports also have strong features, making the West Coast one of the most competitive markets for cargo movement.

Despite being in a highly competitive market, the Port continues to make facility improvements and secure new equipment to continue generating jobs and economic activity in the community. For example, in 2022, the Port placed an order for two 130-ton capacity Kalmar industrial reach stackers to increase the Port's lifting capacity. In 2023, the much-anticipated pieces of equipment arrived, making the Port of Longview the first port on the

West Coast to have not only one, but two reach stackers of this size.

The new lifts substantially increase the Port's operational capacity, combined with its two Liebherr mobile harbor cranes, the Port can conduct multiple heavy lift operations both on the dock and in the laydown yard simultaneously. Heavy lift equipment allows the Port to handle more cargo, create more jobs and bring more economic benefits back to our community and beyond.

## 5 INDUSTRIES SUPPORTED AT THE PORT

**Construction:** The Port has a constant need for materials, skilled workers and related services. There's always something getting built, renovated, wired or plumbed.

**Steel:** The Port moves steel through the facility. Several local steel manufacturers and fabricators produce steel products to be shipped elsewhere.

**Transportation:** From truck drivers to railroad engineers, tug boat crews to cargo operations workers, the Port supports a variety of transportation jobs.

**Logging/Timber:** Logs and utility poles exported through the Port are processed by logging crews and sort yards in our local area, supporting jobs in a number of timber industry related fields.

**Agricultural:** The Port handles agricultural products like wheat and corn from American farmers, as well as potash and other fertilizer products that enrich the soil for better yields and higher quality crops.



## SUPPORTING JOBS IN COWLITZ COUNTY & BEYOND

If you live in Cowlitz County, there's a great chance that you or someone you know has a job that can be tied to the Port of Longview. Using data from the Port's most recent economic impact study, nearly 19,203 jobs are related to cargo and vessel activity on the docks. The findings of the report highlight the Port's promise of improving the livelihood of working families in the community.

The author of the study, Martin & Associates, arrived at this number by adding the number of jobs directly created by Port activities to those that exist to support those same workers. Finally, they factored in the indirect jobs created by local purchases of those employees who depend on Port activities, as well as the related jobs generated by regional and national firms who use the Port's marine terminals.

With thousands of jobs supported by the Port, you might think that most occur on the waterfront, but that's only a small part of the story. The fact is, jobs from across multiple industries are supported by activity at the Port's marine terminals and industrial properties. Everyone from railroad and trucking companies, grain handlers, government agencies and local vendors, like industrial suppliers, tire companies and even grocery stores, are on the receiving end of the benefits provided by a busy and bustling port.

Economic impact studies help show how much employment and economic growth is influenced by activity at the Port. In fact, the results from the recent economic impact study reveal your Port of Longview is a significant employment generator throughout the region. The Port plans to conduct another economic impact study in 2024.

## TYPES OF JOBS SUPPORTED BY MARINE TERMINAL ACTIVITY AT THE PORT OF LONGVIEW

- Truck drivers
- Rail workers
- Tugboat staff
- River Pilots
- Bar Pilots
- Freight Forwarder
- Logistics Specialist
- Coast Guard
- Carpenters
- Electricians
- Plumbers
- Pipefitters
- Painters
- Pilebucks
- Laborers
- Construction
- Farmers
- Loggers
- Steel Workers
- Engineers
- Business Development
- Marketing / Advertising
- Terminal Operations
- Finance / Accounting
- Government Relations
- Communications
- Human Resources
- IT / Cyber-security
- Permitting / Environmental
- Procurement / Purchasing
- Security

## YOUR BOARD OF COMMISSIONERS



**JEFF WILSON**  
DISTRICT 1



**EVAN JONES**  
DISTRICT 2



**ALLAN ERICKSON**  
DISTRICT 3

Regular commission meetings are held on the 2nd and 4th Wednesday of the month. Visit [www.portoflongview.com](http://www.portoflongview.com) for more information.

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## FAREWELL, AGAIN, COMMISSIONER AVERETT



After working at the Port of Longview for nearly 30 years, then serving on the Port's Board of Commissioners, Doug Averett officially retired at the end of 2023. Doug started at the Port in 1987 as an Engineering Technician, then later moved into the operations department as a Terminal Superintendent. In 2003, Doug was promoted to Director of Terminal Operations tasked with managing the loading and unloading of vessels, all steady ILWU personnel and ensuring Port operations run smoothly and efficiently. Doug also served as the Port's Facility Security Officer and was responsible for carrying out the Port's responsibilities for U.S. Homeland Security. Doug retired from his role at the Port in 2015.

Shortly after his retirement, Doug was appointed to the Board of Commissioners to fulfil the remainder of a vacated seat. He was then re-elected to serve a full six-year term in 2017. [His prior experience in maritime operations at the Port made him the unanimous choice].

During his time at the Port, Doug celebrated many milestones and pivotal port events such as the development of the bulk facility at Berth 2, the further deepening of the Columbia River shipping channel, the establishment of Cowlitz County's Regional Airport Authority, the celebration of the Port's 75th and 100th anniversaries, the construction of the Port's Industrial Rail Corridor, the purchase of Willow Grove Park, the addition of two mobile harbor cranes, the construction of the first grain terminal built in the US in more than 25 years (EGT) and the demolition of the old Continental Grain complex built in 1927... just to name a few!

Doug's kindness, sense of humor and dedication to the Port's success will be missed and we wish him the best in his retirement.

## 2023 COMPREHENSIVE PARK PLAN UPDATE

In May 2023, the Port of Longview conducted an online community survey that asked participants to share their ideas for Willow Grove Park and Boat Launch over the next five and ten years. Over 300 people responded to the survey, leaving Port staff with great feedback from the community. Port staff reviewed the survey results and drafted an update to the Port's Comprehensive Park Plan, which was last updated in 2016. After review by the Park Advisory Committee and the Port's Board of Commissioners, in November 2023, the Commission voted to adopt the updated version of the Comprehensive Park Plan.

Thank you to all who participated in the community survey. The Port values your feedback and works hard to make Willow Grove a place for the community to enjoy year-round. To view the Comprehensive Park Plan, visit [www.willowgrovepark.com](http://www.willowgrovepark.com).



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