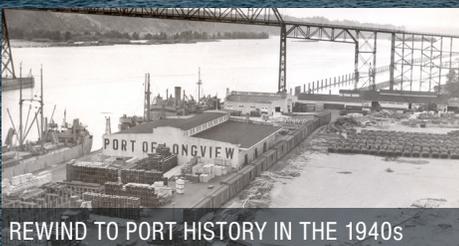


PORT OF LONGVIEW | SUMMER 2024

PORT TALK

SUMMER TOUR SERIES REGISTRATION IS NOW OPEN!

PLUS: THE PORT DEBUTS A NEW DOCUMENTARY ON THE
OLD CONTINENTAL GRAIN SILOS AT BERTH 4



REWIND TO PORT HISTORY IN THE 1940s



RECAP 2023 PORT ACTIVITIES



VISIT WILLOW GROVE THIS SUMMER

PORT OF LONGVIEW

Port Rewind: the 1940s

Over one-hundred years ago, local citizens made a crucial vote to form a port district in Cowlitz County, establishing the Port of Kelso on the Cowlitz River in 1921. Upon Longview's establishment as a city in 1923, voters approved moving the Port of Kelso to the Columbia River in 1925. Four years later, citizens voted to rename the Port to the Port of Longview.

The Port's first decade saw 130,000 tons of cargo moved across its docks. Fortunes changed quickly as the Great Depression set in, but World War II brought a wave of new business to the Port. With the war in full swing, the Port became the main supply base for lend-lease shipping to Russia. Every week, three to four shiploads of government issued war equipment and materials were exported across Port docks to Russia and Great Britain.

After the United States joined the war, many of Longview's industries became defense plants that



WAR MATERIAL STOCKPILED DURING WORLD WAR II. THIS PICTURE WAS TAKEN DURING THE SUMMER OF 1944.

ran night and day for the war effort.

In 1944, the Port constructed a new dock and additional outdoor storage areas to properly accommodate the increased supply of shipments ranging from military equipment and war materials, to food and supplies, tanks, locomotives and railroad cars.

From 1941 to 1945, roughly 650,000 tons of cargo valued at \$400 million (equivalent to nearly six trillion dollars today) was shipped across its docks. Fifty-thousand flatcars and components for the construction of three complete oil refineries were shipped through the Port. The busiest month during the war years was May 1944, when 50,000 tons of cargo was shipped out.

HARVEY HART SERVES 43 YEARS AT PORT, 30 YEARS AT THE HELM



Harvey Hart's first job was driving the Monticello Hotel's blue bus to meet passenger trains eight times a day. Occasionally, he also drove Longview's only cab, which was owned

by Long-Bell Lumber. Before long, he began charting a career for himself in business.

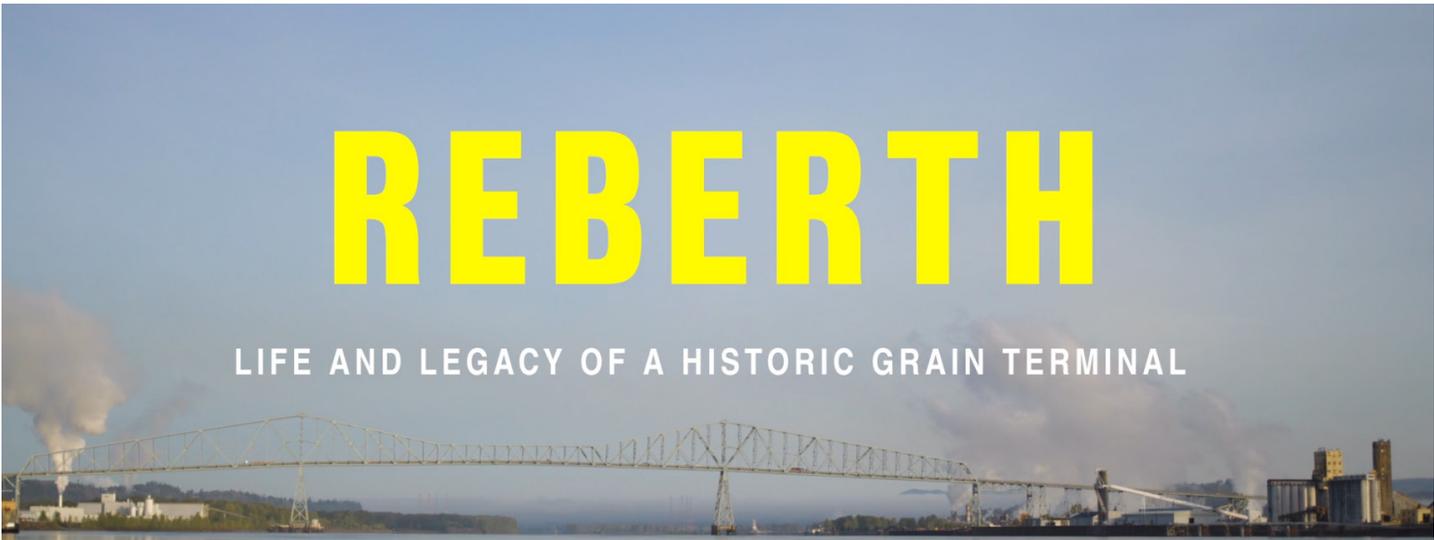
While studying at the University of Washington, he selected the Port of Longview's shipping potential as the subject for his master's thesis. He wrote about how the Port could capitalize on the growth of the local lumber and paper industry.

In 1930, Hart joined the Port as a bookkeeper. Thirteen years later, he became the Port's manager - a position he held for decades.

During Hart's 30 years as Port manager, the Port underwent three major periods of growth: lend-lease shipping in the 1940s, the development of general merchandise imports during the 1950s/1960s and the beginning of drybulk cargo shipping in the 1960s/1970s. During these decades, Hart earned for himself a reputation for both his expertise and integrity.

REBERTH

LIFE AND LEGACY OF A HISTORIC GRAIN TERMINAL



PRESERVING HISTORY: PORT DEBUTS SHORT DOCUMENTARY ON OLD GRAIN SILOS

In April 2024, the Port released a short documentary titled 'Reberth: Life and Legacy of a Historic Grain Terminal' that highlights the history and significance of the old grain terminal that was recently demolished at the Port.

The documentary is part of the Port's historic preservation efforts that began prior to the demolition of the facility. The storyline features commentary from local community members including longshoreman, former Port staff and architectural experts.

The Berth 4 Grain Complex was designated as a historic property and required mitigation prior to demolition. Because of its historic significance, the Port was required to secure numerous permits relative to the site. Of which included a US Army Corps of Engineers (USACE) Section 408 permit, which involved working with the USACE and the Washington State Department of Archaeology and Historic Preservation (DAHP) under the National Historic Preservation Act of 1966 to properly document the historical use and nature of the old grain complex.

As a result of these consultations, the Port has been documenting the facility's history and relevance to the Port of Longview and Cowlitz County through creating a short booklet, compiling old records and photographs and now, a producing a short documentary. All can be found on the Port's website at www.portoflongview.com.

Watch 'Reberth' by scanning the QR code:

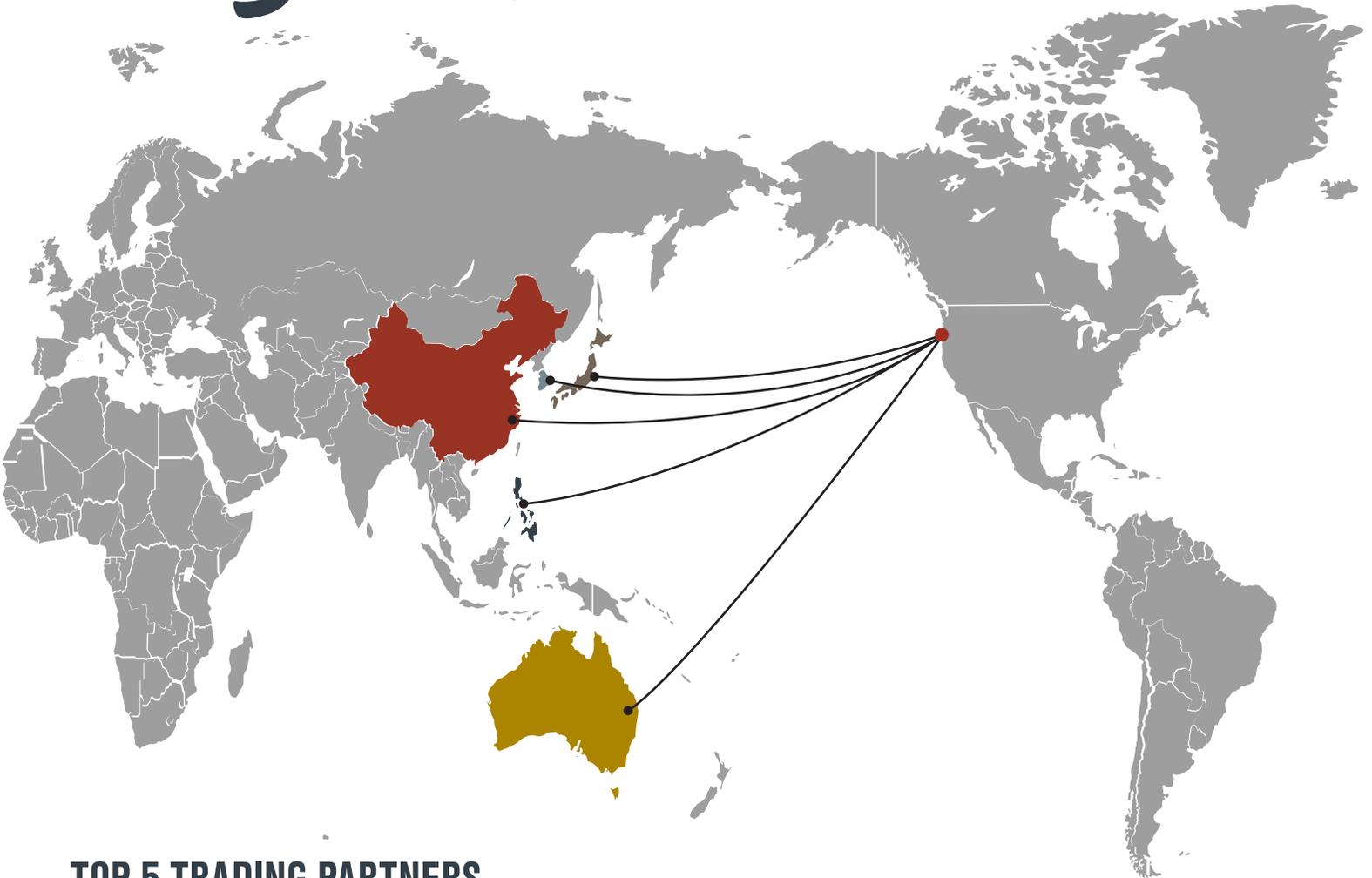
FEEDING THE GLOBE

Did you know there are multiple grain export terminals located on the Columbia River? Annually, these grain terminals export over 25 million metric tons of grain combined. All of this activity makes the Columbia River the nation's top wheat gateway and ranks #2 in U.S. soy and corn exports.

On a larger scale, the Columbia River ranks the third overall grain export corridor in the world behind the Mississippi River and the Panama River in South America. The Columbia River plays a vital part of connecting farmers to the rest of the world, and it's right in our front yard!



2023 In Review



TOP 5 TRADING PARTNERS

CHINA

Over 2 million metric tons (MT) of imports including wind energy components and project cargo, and exports such as corn, logs, potash, soda ash, soybeans and wheat

JAPAN

From the Port, Japan received 600,000 MT of agricultural exports and bulk minerals such as corn, wheat, potash and soda ash

KOREA

In 2023, export cargo to South Korea totalled 500,000 MT of wheat, potash and soda ash

AUSTRALIA

Exports destined for Australia consisted of calcined coke, potash and steel, totaling 442,000 MT

PHILIPPINES

Consisting of soybeans and wheat, over 381,000 MT of exports headed to the Philippines in 2023

TOP 5 COMMODITIES

GRAIN



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

SODA ASH



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

CALCINED PETROLEUM COKE



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

WIND



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

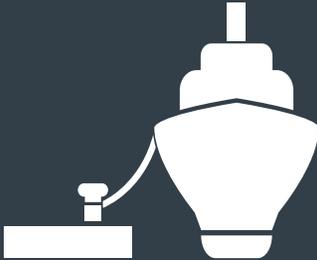
UTILITY POLES



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

2023

BY THE NUMBERS



188 VESSELS DOCKED AT THE PORT IN 2023

THE PORT WORKED WITH OVER 400 LOCAL BUSINESSES AND VENDORS



THE PORT HANDLED 6 MILLION METRIC TONS OF CARGO

THE PORT TRADED WITH 26 COUNTRIES



Willow Grove

PARK & BOAT LAUNCH

Willow Grove Park and Boat Launch has been proudly owned and operated by the Port of Longview since the Port purchased the Park from Cowlitz County for \$1 in 2014. Since then, the Port has invested over \$5 million into improving the Park and Boat Launch facilities.

In 2023, the Port updated its Park Master Plan to identify future projects at Willow Grove over the next five and ten years. The Port gathered community input through an online survey through the Port's website. Community ideas for the Park included a fishing pier, a disc golf course, water play area and a dedicated dog park. The Park Plan was reviewed by Port Staff, the Park Advisory Committee and was later adopted by Port Commissioners in October 2023. The Park Plan

can be found on the park's website at www.willowgrovepark.com.

The Park is open every day from sunrise to sunset and offers something for everyone. From cornhole boards, fire pits and playground equipment to accessible walking paths and covered picnic structures, Willow Grove has everything and more for a fun and relaxing summer.

With continued improvements to park facilities, boat launch dredging and other amenities, the Port of Longview is dedicated to providing the community with a local place to safely boat, fish and play on the beautiful Columbia River. We hope to see you at the Park soon!



PAVILIONS AVAILABLE FOR RESERVATIONS



PLAYGROUND AREA



LEARN MORE:



Scan the code to explore Willow Grove Park and Boat Launch and start planning your visit today!

BRING THE PORT TO YOU!

The Port of Longview has brought economic opportunities to the region for over one-hundred years. From supporting thousands of jobs and brining in new business to creating local partnerships, the Port is committed to finding ways to strengthen and support its community.

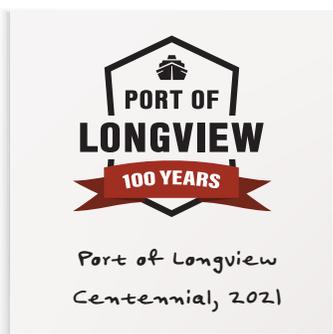
One way the Port stays engaged with the community is through participating in local events. Last year, the Port participated in the Cowlitz County Fair & Rodeo, Squirrel Fest, Concerts at the Lake and Extreme Machines, just to name a few!

In addition, the Port regularly attends local career-related events to further engage with students and educate others about the many jobs the Port supports. This spring, the Port attended a career fair at Castle Rock High School, which hosted students from Wahkiakum, Toutle, Winlock, Longview, Kelso and Castle Rock.

The Port of Longview is always seeking to teach the community more about what happens at Port facilities. If your company, organization or class is interested in learning more, arrangements can be made by calling the Port of Longview at (360) 425-3305 or emailing info@portoflongview.com.



Community Memories



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 for more information.

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COMMISSIONERS PROVIDE STRATEGIC DIRECTION

The spirit of the 1911 Port District Act was to preserve prime real estate for the economic benefit of communities across our state. To ensure this control, it established ports as independent governments run by a board of locally-elected commissioners. Citizens could now elect an official with their economic future in mind - someone to represent them with the power to set port policy, establish annual budgets and designate leadership.

Primary functions of the Port Commission include establishing policies that guide the overall direction of the Port. Plans, such as the Strategic Plan and Master Plan, all drive the Port toward economic success for the community.

Implementation of policies is done by the Commission through the development of the annual budget. By allocating financial resources to key infrastructure projects, cargo handling investments and other projects, the Commission is moving policy toward goals they identified in their planning documents. These plans, combined with the annual budget, ensure the Port is headed toward achieving long-term goals aimed at generating economic benefits and jobs for the community, while connecting cargo with international markets.

Aside from policy-making, Commissioners are also responsible for the only employee they manage: the Chief Executive Officer. The CEO, in turn, administers Commission policies as part of day-to-day operations through the Port's management team and support staff.

While many Commissioners across the country are appointed by their Governor, all of Washington's 75 ports are led by an elected Board of Commissioners tasked with similar duties.

SUMMER TOUR SERIES RETURNS, REGISTER TODAY



The Port's Summer Tour Series kicks off in August. We will be offering tours twice a day starting August 15 through August 17. We hope you are able to make it to one of our tour times to learn more about your Port of Longview!

Visit www.portoflongview.com to learn more and register. Act fast, there is limited space available!

See you soon!



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