

PORTSIDE

SUMMER 2008

A Port of Portland publication featuring news and information about airports, marine terminals, industrial parks and environmental programs.



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A DELICIOUS

That last-minute rush to catch an airplane is almost inevitable. The backpacks and suitcases to squeeze shut and stow in the car, IDs and passports to rout out and jam in a pocket – oh, and what is it again that can't be taken through security? Add to that a passel of hungry children, and that final dash to the airport can take the starch out of the heartiest of travelers.

The experience at Portland International Airport, however, serves to sooth the nerves and restore the spirit – in the form of an Oregon chai latté at Coffee People, or a toasted Tillamook cheese bagel at Beaverton Bakery, or bacon with eggs-over-easy at Rose City Café. The travelers who don't have time to eat before leaving home can sit down at a table at PDX, feed the family, take a breath – all in time to save the day.

In fact, the success of the Port of Portland's concessions program at PDX lies in its commitment to quality local products, calming ambience, competitive pricing, and the variety and balance of business concepts. Mary Maxwell, aviation director, set the tone for this program 20 years ago, with those criteria plus a vision to integrate concessions into the overall design of the airport. "It has been, of course, an evolution," Maxwell said, "beginning with a handful of local retail stores in the Oregon Market; then food and beverage concepts in the food court; and now we have the spectacular south side and handsome improvements to the north. Years ago, concessions were tucked into leftover spaces in the airport. The big change I've seen is how the design of concessions areas now drives the design of the facilities around them."

Today, Chris Madsen leads the concessions program. "We are building on a sound, successful tradition," Madsen said. "It includes very high standards of quality in our selection process; a preference for local businesses with a track record, products with a Northwest flavor, street pricing (no higher than the tenants' other locations in town); a comfortable and engaging atmosphere; great customer service; strong supportive partnerships with our tenants; and close attention to our customers' needs and interests.

"It's not enough to have quality products;" Madsen added, "we offer a thoughtful selection of retail and food concepts. We are mindful of where they are and how they are presented – all in light of the customers' journey through the airport. It's the right things in the right places with the right presentation that make us different."

For the Port and Madsen's team in particular, it's that customer experience that has garnered numerous awards for the concessions program's unique services, innovation, best management team and best program design. In both 2006 and 2007, business travelers polled by Condé Nast Travel magazine named PDX their favorite airport in the United States. Travelers cited, among other things, the array of shops and food, free wireless Internet connections, comfort and amenities.

Customers

Concession program staff members talk to customers all the time. They listen, too, through surveys conducted at regular intervals. They know, for instance, that the average PDX visitor flies four times a year, spends 100 minutes in the terminal, has a strong preference for local products, values a quick purchase, and cares about pricing.

Richard Holdaway is a frequent flyer – 100 trips a year through the airport. "PDX is unquestionably the best airport in the U.S." he wrote;



Sweeping new improvements to Concourse D offer travelers a cluster of remodeled restaurants and shops, brand new dining choices, comfortable seating areas, improved lighting and more computer hookups.

PROGRAM: Concessions at PDX

“it’s not even close. The facilities are clean; the food is diverse and readily available and most importantly delicious. It’s scary how many mediocre meals I have to eat while traveling through other airports.”

Customers tell staff it’s the whole package they appreciate. The clustering of shops and restaurants, the fact that they don’t feel “ripped off” by higher prices, the absence of blaring TVs, the ready availability of outlets for computers, free Wi-Fi, the décor that includes public art, live trees, terrazzo and creative, comfortable seating.

A woman who travels regularly through PDX told a Port employee that her grandson offered to find her a different flight, one that didn’t include a lengthy layover in Portland. “No way,” she said, “I look forward to that three-hour shopping spree and a great lunch at Stanfords.”

Other customers brag that PDX may well have more handcrafted beer to choose from than any other airport in the world, especially with the addition of both Rogue Ales Public House and Laurelwood Public House & Brewery.

Another customer said, “When I’m in our airport, I feel like I’m still in Portland, and that’s a good thing.” That comment is music to the ears of the concessions staff. “That’s exactly what we’re going for,” said Madsen.

Partnerships

What customers don’t see is the careful planning that goes into the development and subsequent operations support of airport concessions.

First, it’s the way properties are leased. A common practice at airports is to lease major portions to a master concessionaire, that is, to a single tenant or very few tenants. In contrast, the PDX program uses direct leasing with individual businesses – more than 30 tenants operate 57 concessions throughout the airport. These also include a hair salon, chair massage therapists, service centers with desks, and a full-service



bank – used by many of the tenants as well as travelers.

Mary Maxwell points out that with direct leasing, the Port has the ability to hire talented industry professionals who have the expertise to manage and operate what is essentially a busy shopping district. Direct leasing has resulted in higher sales for PDX – an impressive \$1,250 per square foot for retail, three times that of a large local mall which averages \$400 per square foot.

A purposeful request for proposals process is used to select new businesses. The search is for Northwest flavor and local high quality products, top-notch merchandising standards, excellent customer service, and pride of ownership. And the competition is steep. Staff members get calls almost every day from interested businesses. Callers are encouraged to register online on the Port’s Web site at www.portofportland.com.

Once construction starts on a new business, manager orientations and training begin. Once open, daily contact and monthly meetings with managers are examples of proactive relationships with tenants; relationships that are part and parcel of Portland’s program. At the managers’ meetings, staff members answer questions, share sales and traveler statistics, give heads up about airport construction issues, provide updates on airline schedules, and celebrate customer service that has gone above and beyond.

“Doing business in an airport is a whole different animal,” said Stan Gillis, owner of The Real Mother Goose, an airport shop and gallery selling fine American craft. “PDX is quick to provide the tools and support we need to do well.” For instance, the concessions program organizes three major marketing events a year: Spring Fling, Summer Splash, and Holidays Take Flight. Tenants offer special promotions on merchandise and meals, including store front sales, food and wine samplings and special events. Program staff create a festive atmosphere by providing professional signs, table tents, badges and banners. They also work with an airline to promote a themed drawing for a pair of tickets to a featured destination. In addition



The Real Mother Goose carries contemporary American crafts at its store in the Oregon Market.

to the traveler raffle, the airline also provides a pair of tickets for a tenant drawing, as an incentive to generate increased sales.

Vision

It goes without saying that airports are dynamic, always changing, growing, adapting. For the concessions program at PDX, that means having a watchful eye forward – on the economy; the airline industry; the whole spectrum of the food, beverage and retail business; national trends in spending; and customer demographics and preferences.

2008 marks the 20th anniversary of the Oregon Market, the flagship of PDX concessions, and with it comes the addition of Columbia Sportswear, the international company born and headquartered in Oregon. In addition there’s the grand opening of the newly remodeled north lobby, and brand new and remodeled legacy shops and restaurants on both the D and E concourses. In the past two years, all concourses have seen improvements and added choices.

“We intend to continue to lead in this arena,” said Madsen. Travelers who visit Portland will find exiting new concepts, surprising innovations and, as always, the quality they have come to expect at PDX. ☘

by Karen Fisher

The Environmental Ingredients

Of course it’s partly an Oregon thing. Here it’s second nature to consider every way possible to reduce, reuse and recycle. And the concessions program at Portland International Airport is no exception. Built right into the planning and development of its retail and food and beverage offerings are cutting edge sustainability features.

Working hand in hand with the Port of Portland’s aviation environmental staff, tenants and program administrators push the envelope, even counting on travelers to help separate their plastic bottles and aluminum cans from the other trappings of their lunch or dinner. In fact, near the restaurants on Concourse D, there’s a station for the public to sort food scraps, napkins and food-soiled paper, and even a container to collect

liquid and ice – Portland is believed to be the first airport in the U.S. to collect public-side food scraps for composting.

It turns out the companies that are successful at Portland International Airport are also companies that take their environmental responsibility to heart. Popular airport retailer, Nike, joined with Northwest Airlines and the Port to install 84 solar panels on the roof of the airport. That array now provides 75 percent of the power for the store, and the goal is to provide 100 percent.

As travelers go through security, the concessions program helps them consolidate all the good bargains they’ve purchased in the airport. Free, colorful shopping bags branded with a reminder for travelers to “shop, dine and fly” at

PDX are made of a compostable plastic, superior to a biodegradable material, because it breaks down safely into water, carbon dioxide and a small amount of inert residues.

Behind the scenes, airport restaurants are collecting their used cooking oil and grease – 20,000 gallons of it, and it’s being converted into biodiesel and base products for other industries. The food waste program at the airport diverts between 3 and 4 tons per week of pre- and post-consumer food waste and coffee grounds from landfills and sends it to an outside facility where it is converted into nutrient-rich compost. PDX, along with its partners – including flight kitchens, hotels and more – divert about 7 tons of food waste every week.



NEW IMPROVED APPROACH TO AIRPORT COMING SOON

Summer travelers can expect busy and expanding roadways at Portland International Airport.

Construction activities increase along Northeast Airport Way in July, and motorists are encouraged to plan for brief delays, drive cautiously, adhere to posted speed limits and watch for flaggers and directional signs.

The Port of Portland is completing roadway improvements that started last summer, including widening Airport Way by one new lane in each direction. The widening happens between Northeast 82nd Avenue and the airport terminal building and runs through mid-November. To avoid motorist impacts, workers will maintain two traffic lanes in each direction during construction, except at slow traffic times. Replacement landscaping, including trees, shrubs, grass and mulch is

scheduled for fall 2008 and spring 2009.

Travelers are encouraged to review parking information, general travel tips and flight schedule information before leaving home at www.pdx.com. Electronic variable message signs on Airport Way and 82nd Avenue will also advise motorists of roadway detours and parking conditions.

The roadway improvements will mesh with a new second parking garage now under construction east of the existing parking garage. When completed, the new parking garage will provide an additional 3,000 long-term parking spaces for travelers and 500 spaces for rental cars. The garage is scheduled to open in summer 2010. Improvements are driven by record air travel; last year PDX served a record 14.6 million travelers.

20-YEAR MASTER PLAN GUIDES DEVELOPMENT AT MULINO AIRPORT

The Master Plan Report and Airport Layout Plan for the Mulino Airport were approved by the Federal Aviation Administration in early 2008. These documents were last updated in 1993.

The master plan will guide airport development at Mulino over the next 20 years. It addresses airport capacity – airfield, air space, ramp, hangars and other buildings; new facilities; current projections of airport activity; new environmental and other regulatory constraints; plans for an appropriate mix of land uses to support projected aviation and nonaviation needs; and the long-term financial health of the airport.

The plan satisfies FAA eligibility requirements for Airport Improvement Program funding and positions the airport for state funding opportunities.

Public and stakeholder involvement was an important part of the update process. A six-member Project Advisory Committee was formed with representation from local, regional and state governing agencies, airport tenants, airport users and neighbors. In addition to six committee meetings, five public meetings and three open houses, the Port of Portland also used its Web site and outreach to specific community and user groups to solicit input throughout the planning process.

The master plan will be useful if the airport transitions from Port ownership to future ownership by the state of Oregon. At the January 2007 Port commission meeting, commissioners approved a management transfer agreement for Mulino Airport with the Oregon Department of Aviation. Commission approval also includes the potential transfer of airport ownership to the Oregon Department of Aviation, if certain financial targets are met.

UNIQUE OREGON HANDCRAFTED BIKES ON DISPLAY

In the next six months, more than 3 million airline passengers are expected to see the new exhibit on Concourse E – “Handmade: Bicycles Designed and Built in Oregon.”



The display features 10 custom bikes, just a sampling from the many bicycle builders working in Oregon. The bikes demonstrate a combination of engineering skills, precision craftsmanship, cutting edge design, and a passion for cycling shared by the builders. Included are a broad range of machines, including a steel pursuit bike, folding bike, recumbent cargo trike, steel freakbike (also known as a tall bike), and a bike with a frame made from Douglas fir.

The display was organized by the Port of Portland, Sweetpea Bicycles, the Regional Arts & Culture Council and the Portland Development Commission. One of their goals is to offer a glimpse into the role bikes play in the lives of Oregonians, from racing, replacing a car, riding up and down mountains, or just riding for the joy of it. This exhibit and others in the airport are intended for the enjoyment of passengers and to promote exploration of Oregon and the region.

A video about the airport bicycles and their builders is available at You Tube, key words Bike Frame Builders Portland Airport Exhibit.



NEW SIGNS PLEASE LOCAL RESIDENTS, AIRPORT USERS

Fred Hostetler owns MagneLink, a company that neighbors Hillsboro Airport. As a private pilot, a member of the Hillsboro Flying Club and a volunteer for the Oregon Air Show, Fred has used the airport for years. One thing always concerned him, though. The large, main concrete monument sign at the entrance to the airport said, “Portland Hillsboro Airport” in large, blue letters. “Although most people know that the Port of Portland owns the airport, the fact that ‘Portland’ was included in the name didn’t sit well with many Hillsboro folks I’ve talked with, as well as myself,” he said.

While it’s true that the Port of Portland owns and operates the airport, many local airport users embrace the airport as their own – it’s an asset that offers locals a great sense of pride. Three new signs now stand proudly at Hillsboro Airport and also at another Port airport in Troutdale, welcoming visitors as they arrive.

The old signs were made of wood, and showed signs of years of exposure to the weather. The new aluminum and acrylic signs provide a contemporary feel. Most of the signs are lighted internally for better visibility and offer direction to users at the airport and terminal building. Much like signs at retail centers, these also call attention to the tenants and facilities located within. The new, modern signs now brand the airports simply as “Hillsboro Airport” and “Troutdale Airport” and reflect the pride of local residents and users.



Renovo's 16.75-pound hollow wooden frame bicycle of Douglas fir and satiné.

CONSULAR CORPS ATTENDS SEMINAR, TOURS AIRPORT

With new air service to Amsterdam and existing service to Frankfurt, Tokyo, Guadalajara and Mexico City, Portland International Airport is seeing more and more international travelers come through its doors. So it's not surprising the number of dignitaries using the airport has grown as well – heads of state, cabinet secretaries, ambassadors, parliamentarians, trade commissioners and more.

Many of these people are met at the airport and assisted by members of the Oregon Consular Corps. To make the consuls' job easier, and to make sure these visitors – some of whom may not speak English – have a smooth and pleasant airport experience, the Port of Portland has put in place a number of procedures.

At a recent seminar, officials provided hints on how the consuls can more efficiently meet and greet their party. The Transportation Security Administration, U.S. Customs and Border Protection, and the Port police and security departments all participated in the briefing. "It was very much appreciated," said Jim Baumgartner, honorary consul representing Canada. "I have a cabinet minister coming and will take advantage of what I learned as soon as Monday."

The seminar included a tour and explanation of security checkpoint procedures; international arrivals area and process, including customs, passport control and the international arrivals bus; and parking options.



Seminar and tour attendees at PDX included representatives of Japan, France, Germany, Poland, Luxemburg, Belgium, Sweden, Finland, Malaysia, the United Kingdom and Canada.



"BEST AIRPORT HUB"

Portland International Airport has scored high marks again, this time in the April travel issue of Outside magazine. In a feature called 52 Ways to Wander Better, PDX earned the designation, Best Airport Hub.

The article said, "Rumor has it that locals come to Oregon's inviting PDX just to shop and eat. Among the draws are the Rose City Café & Wine Bar (with about 80 wines by the glass), Powell's Books (with its big used book section), free Wi-Fi, and a Nike store. There's easy public transportation to downtown, valet parking, free bike racks, and complimentary jump starts and flat tire assistance. You might not want to fly away."

AIRPORT PLANNING EFFORT DEVELOPS PDX FORECASTS

Airport Futures – the joint Port of Portland-City of Portland planning effort to create a long-term development plan for Portland International Airport – recently completed aviation demand forecasts for PDX through 2035.

An innovative and transparent approach was used to develop the forecasts which included work by a forecast subcommittee; a peer review; evaluation of the risks or uncertainty associated with forecasts; research on key issues and trends impacting these forecasts such as climate change, high speed rail and the cost of oil; and an analysis of the unique characteristics of the Portland/Vancouver market.

These forecasts were unanimously approved in April by the 30-member Airport Futures Planning Advisory Group, presented to the Portland Planning Commission and the Port commission in May, and

forwarded to the Federal Aviation Administration for approval.

The forecasts predict slower growth than predicted in previous forecasts. The number of PDX passengers is expected to grow from 14.6 million passengers in 2007 to approximately 27 million in 2035. Total annual aircraft operations are expected to increase from 264,000 in 2007 to 378,000 in 2035.

Airport Futures will use these forecasts as a foundation for determining PDX facility requirements – runways, terminals, cargo facilities, roadways, parking. Also occurring in the next phase will be an exploration of the regulatory land use structures for PDX to replace the current conditional use master plan permit, which must be updated every 8-10 years.

For more information on the project, visit www.pdxairportfutures.com.



Project staff meet with members of the public at an Airport Futures open house.

TSA ENHANCES CUSTOMER SERVICE AT CHECKPOINTS

Customer service has always been important to the mission of the Transportation Security Administration in Oregon. Now at PDX, customer service officers are placed on the front lines of the checkpoint areas handing out baggies for small liquid containers, junior officer stickers for young travelers, and much needed advice and tips to passengers before they proceed through security.

The customer service officers also support the recent addition of the family friendly lanes for families with children, strollers and multiple carry-ons. Large groups, passengers who may need special assistance, and anyone who may be unfamiliar with TSA security procedures now have the option to choose the family friendly lanes where they will receive additional assistance and not feel hurried by the well-versed frequent traveler.

Both programs have been implemented in an effort to relieve, reduce or eliminate traditional stress that passengers may feel while going through security. "Minimizing passenger anxiety supports TSA's multi-layered security approach by easing the efforts of behavior detection officers who concentrate on identifying potentially harmful people," said Steve Taber, TSA assistant federal security director for screening at PDX. Both programs have received very positive feedback from aviation partners and the traveling public.

KOREAN STUDENTS GAIN EXPERIENCE

Logistics leaders of tomorrow are coming to Portland as part of an innovative new partnership between the Port of Portland and Inha University in Incheon, Korea. An international educational exchange program has been established for select undergraduate and graduate students in the Asia-Pacific School of Logistics.

The partnership became official when Bill Wyatt, Port executive director, recently signed a memorandum of understanding with the president of Inha University, Dr. Seoung-Yong Hong. Starting in June 2008, three practicum students will participate in a 20-week program at the Port with assignments in marine and industrial development, aviation and research.

During their rotation with the Port, the students will get real world experience that is directly applicable to their career path. Each student will work on projects specific to their work area in addition to cross-divisional assignments. The program aims to provide broad exposure to a wide variety of experiences while job-shadowing, managing projects and learning about U.S. ports.

While the practicum program is new, the Port's cooperative relationship with Inha University is not. Greg Borossay, general manager of liner development, has been a guest lecturer at the university during previous visits to Korea.

With a curriculum covering disciplines that include transportation logistics and supply chain management, Inha University's Asia-Pacific School of Logistics prepares its graduates for careers with companies like Hanjin Group and Korean Air. The Port stands to benefit from the students' work on a variety of projects, while building relationships with people who could be working closely with the Port in the near future.



Haifa Port security director Yaron Klein visits T-6 with Israeli deputy consul general for the Pacific Northwest region, Ishmael Khaldi, center, and Port of Portland marine security manager Dan Pippenger, right.

EXPERT PROVIDES GLOBAL VIEW OF PORT SECURITY

At ports worldwide, big and small, security is an ongoing priority. During his recent presentations to Port employees and stakeholders, Mr. Yaron Klein shared some of his insight and experiences as security director at Haifa Port in Israel.

In a whirlwind visit to Portland on May 19, Klein toured the marine terminal facilities, met with Port marine customers, and attended a lunch where he talked with Port employees about maritime security. The rare visit was arranged by the consulate general of Israel.

Klein had an opportunity to observe the results of the Port's \$4.5 million in security infrastructure upgrades made over the past two years. Putting things into perspective, Haifa Port has embarked on a 222 million shekel (roughly \$70 million) security upgrade that will be completed in 2013.

Haifa Port is Israel's largest seaport with 22 million tons of goods passing through each year and more than 1,000 employees. Klein manages all of the port's security and logistical systems, which include International Ship and Port Facility Security code, cargo release, classification, entry license, and emergency structure.



The new post-Panamax container crane makes its final approach to Terminal 6 following a month-long journey from China.

NEW CRANE LIFTS EFFICIENCY, COMPETITIVENESS

They say it's all about having the right tools for the job. That old adage couldn't be truer when it comes to handling the growing container volumes at the Port of Portland's Terminal 6. Finished on budget and on schedule, the Port's new post-Panamax container crane completed a month-long, 5,800-mile journey across the Pacific Ocean on April 7.

Ordered a year and a half ago, the crane will be the fourth of its kind at Terminal 6. The long-awaited giant was built at Zhenhau Port Machinery Co. in Shanghai, China. The company previously delivered the Port's third such crane in May 2006.

Standing 16 stories tall, as wide as two city blocks, and weighing in at 1,400 tons, the new crane is capable of spanning the largest vessels that call Portland, referred to as post-Panamax. This designation refers

to ships that are too wide to fit through the Panama Canal. Each crane can handle about 30 containers per hour. Having four cranes available to load and unload larger vessels makes the Port more efficient and competitive.

Funding for the fourth crane's \$7,862,400 price tag came from two sources. In July 2006, Gov. Ted Kulongoski presented the Port with a \$7.5 million check from a \$100 million CONNECTOregon nonhighway transportation infrastructure funding initiative passed by the state legislature. The Port is paying for the remainder of the purchase price from its general fund. The total project budget, including construction of an electrical substation to power the crane, engineering oversight and inspection, is \$10,478,000.



HISTORIC STEAMSHIP CRUISES THE WILLAMETTE

The Oregon Maritime Center and Museum is housed inside a unique (and buoyant) location – the old Sternwheeler Portland. Until recently, it was docked alongside the seawall in downtown Portland, but these days it can be seen paddling its way up and down the river once again.

The Sternwheeler Portland is an authentic working steam-powered tug boat that was designed by the Port of Portland and constructed by Northwest Marine Iron Works in 1947. The hull is made of welded steel plates over steel frames. It assisted with ocean-going shipping needs in the Portland Harbor from 1947 to 1981, when it was retired. It was the last working steam tug of any port in the world.

Painstaking rehabilitation of the vessel took place over the past seven years to meet U.S. Coast Guard regulations. Museum volunteers did the work with close to a half a million dollars raised from the maritime community including a challenge grant from the Port of Portland. The vessel has now been approved to carry up to 100 passengers on special voyages. In observance of this achievement, an appreciation cruise in May hosted by the museum and the Port brought guests from Tom McCall Waterfront Park to Kelley Point and back. More trips are planned on the Willamette and Columbia rivers in the future.

Learn more about the Sternwheeler Portland and the museum at www.oregonmaritimemuseum.org.

PORT'S NEW DREDGE TENDER IS CHRISTENED, NAMED IN MEMORY OF BILL IVANOFF

When the Port of Portland's new 55-foot, 1,500-horsepower dredge tender took to the river for the first time, replacing the 41-year-old vessel, Don, it had a familiar name on board. The W. E. Ivanoff is named after the late William "Bill" E. Ivanoff, a well-known and highly regarded, long-time crew member.

Friends, family and former co-workers of Ivanoff called the naming of the vessel a fitting tribute and reminisced about his sense of humor, quick wit, calm demeanor and depth of knowledge. As a member of the

Port's navigation department, Ivanoff was a lever man on the Dredge Oregon and occasionally filled in as captain.

Dredge tenders are versatile and powerful tugboats that are critical to successful river dredging operations like the ongoing Columbia River channel improvement project. The strong and maneuverable vessels are used to tow and position heavy sections of pipe, set anchors, reposition the dredge, and deliver crews and equipment to and from the dredge.

The W. E. Ivanoff was designed in Seattle by Jensen Maritime Consultants and built in Portland by Diversified Marine. Port commissioners originally approved a \$2.4 million contract to construct the vessel in 2005, and those funds will be reimbursed by the U.S. Army Corps of Engineers.

"If the boat was built with the same integrity that Bill was made of," said Mark Stilwell, a lever man who had great respect for Ivanoff, "the boat will be around for years to come."



Members of the Bill Ivanoff family christen the Port's new dredge tender. Left to right, Pamela Rutledge, Aimee McVay and Ilona Barlow. Port of Portland navigation manager Jeff Hawkins and others look on.

GROUP UPDATES GUIDELINES FOR RIVER ANCHORAGES

If one thinks of the Columbia River channel as a highway, anchorages are like rest stops or way stations. Vessels can tie up in these areas where they do not impede river traffic or cause threats to safe passage. The Columbia River Anchorage Guidelines identify standards and practices aimed at keeping ships out of the channel and out of the way when they aren't moving. Deep draft anchorages have been established since the official charting of the river.

In recent history, the river has seen bigger, longer and deeper ships, and with substantial completion of the channel improvement project in 2010, that trend is likely to continue. This factor, along with safety concerns from the U. S. Coast Guard, prompted a full and rapid review of the guidelines. The process began in November 2007 with a March 2008 deadline.

Eric Burnette, Port of Portland senior waterways planner, is chairman of the Anchorages Subcommittee of the Columbia Region Harbor Safety Committee. Together with representatives from the U.S. Army Corps of Engineers, Columbia River Pilots, Columbia River Bar Pilots, U.S. Coast Guard, Port of Vancouver, and Inchoape Shipping, the group examined all nine anchorages on the river system from the mouth of the Columbia River to the ports of Portland and Vancouver.

"There was a need for increased visibility into how the anchorages were being used on a day-to-day basis in order to make it easier to identify and rectify potential problems," said Burnette. "Together we accomplished that without creating a burdensome situation for river commerce – it was a model partnership."

The committee's review examined how each unique anchorage is used and identified possible problems and solutions. It had been at least 10 years since the guidelines were updated. The next step will be an update of anchorage infrastructure, including the addition of more stern buoys.

MASSIVE STEEL TANKS AT T-4 ARE RECYCLED



Projects don't always pay for themselves, but the scrap value of eight defunct metal grain storage bins at the Port of Portland's Terminal 4 more than covers the costs of removal while restoring the land beneath them to productive use. Once fully deconstructed, seven acres will be made available for liquid or dry bulk facilities or other possible uses compatible with the versatile marine terminal.

Each one larger than a circus big-top tent, the steel, oval-shaped tanks are being cut to the ground, piece by piece. The metal doesn't have to travel far to be recycled either, thanks to a new gate in the fence shared with the Port's next door neighbor, Schnitzer Steel.

At 190 feet long, 135 feet wide and 61 feet high, each of the tanks was big enough to hold an entire shipload of wheat. They were built in 1955, when the country had large inventories of grain, and long-term storage options were needed. The flat storage method employed at the tanks was surpassed by modern, automated alternatives, and the tanks have not been used since 2004.

Although the tanks were no longer commercially viable, the land itself, with its proximity to a deep-water vessel berth and the Willamette River shipping channel, holds promise for a variety of new uses. Project completion is expected by summer 2008, when the land will become available for prospective tenants.

GRANT EARNED FOR T-4 SECURITY ENHANCEMENTS

The Port of Portland's chief public safety officer, Mark Crosby, announced in late March that the Port was awarded a \$220,000 grant to enhance security fencing near the Willamette River at Terminal 4. The good news arrived on the heels of recent incidents involving individuals accessing the terminal by circumventing controlled access points and other terminal security measures.

The Urban Area Security Initiative Finance Committee, a regional group that awards these types of grants, announced in late January that funding was available from a previous fiscal year. The Port received a short notice request for applications and Mike Patterson, emergency manager, who had just started with the Port a few weeks earlier, recognized the opportunity. He notified the committee and worked together on the Port's application with Dan Pippenger, marine security manager.

"The new fencing that this grant will provide helps us better control access to the terminal," said Pippenger. "Unauthorized access from the river and the shoreline is an increasing concern, not only for the Port's facilities, but for others in the area."

The new fencing project was funded in full, supplementing an additional \$3 million in security upgrades already made and in progress at the marine terminals over the past couple of years. This investment has included cameras integrated with analytics, networking infrastructure, additional fencing, new gatehouses and access controls. There have also been training and equipment enhancements. In September 2006, the Port had 19 marine security officers; it now has 26 and has added a second marine security superintendent.

ENGINEER IT! EXHIBIT SHOWCASES PORT CRANE

Kids and heavy equipment normally don't mix, but an exhibit sponsored by the Port of Portland at the Oregon Museum of Science and Industry is an exception to the rule.

In conjunction with the arrival at Terminal 6 of the Port's real post-Panamax container crane last month, the Port partnered with the Oregon Museum of Science and Industry to sponsor a much smaller cargo crane that is part of OMSI's Engineer It! Exhibit. Found in the historic Turbine Hall, the crane directly connects the physics of movement with the day-to-day operations of the Port. Through hands-on educational exhibits like the crane, OMSI and the Port will help create awareness about the underlying science and engineering principles that are fundamental to success in the marine industry, a vital component of the



regional economy. The crane is sized to be kid-friendly, with levers and a steering wheel that allow children to move container "blocks" from a model ship to a platform and back.

"The Engineer It! cargo crane is a fun and dynamic way for children and adults to get a hands-on appreciation for these engineering marvels," said Nancy Stueber, president of OMSI. "We are pleased to be partnered with the Port of Portland in helping visitors recognize the wonders of science that occur in our everyday lives."

PORT SIGNS ON WITH THE CLIMATE REGISTRY

As part of its commitment to promoting clean air and reducing impacts to global climate change, the Port of Portland has signed on as a "founding reporter" of The Climate Registry. The registry is a nonprofit organization established to measure and publicly report greenhouse gas emissions using a common, accurate and transparent reporting standard.

The Port's existing air quality program, developed in 2000, has focused on reducing greenhouse gas emissions and hazardous air pollutants generated in its marine and aviation operating areas. The Port's previously conducted air emissions inventories have helped identify areas of improvement, resulting in numerous projects that have reduced idling and fuel consumption, increased the use of lower-carbon alternative fuels, and emphasized the use of ultra-low sulfur diesel throughout the marine terminals and airports.

As a founding reporter of The Climate Registry, the Port has voluntarily committed to measure, independently verify, and publicly report its greenhouse gas emissions on an annual basis utilizing a protocol based on the internationally recognized measurement standards of the World Resources Institute and World Business Council on Sustainability.

Port executive director Bill Wyatt, who was appointed in January by Oregon Gov. Ted Kulongoski to the state's Commission on Global Warming, said, "Speaking a common language on air emissions will help government agencies, businesses and individuals work together to identify and prioritize areas of improvement. While the Port has measured its air emissions for several years, the registry's protocols provide us with a proven framework that can help us understand and address the impacts of our work."

To learn more, visit www.theclimateregistry.org.



A warm Dutch greeting delights Oregon's governor and representatives from many Northwest businesses as they arrive in the Netherlands.

GOVERNOR, BUSINESS LEADERS EMBRACE AMSTERDAM

Sixty Oregon business leaders joined Gov. Ted Kulongoski on Northwest Airlines' March 29 inaugural flight from PDX to Amsterdam for a business recruitment trip. The 10-hour nonstop flight culminated with a welcome at Schiphol Airport in Amsterdam, where greeters in traditional Dutch costumes welcomed the group, playing music and handing out tulips. In turn, the Oregon ambassadors and Gov. Kulongoski welcomed 125 Dutch clients, prospects and media to an evening reception featuring Oregon wines and beers. In addition, a "How to Conduct Business in the Netherlands" workshop was presented by the U.S. Embassy.

Pat Epting, managing director of the Northwest Airlines Atlantic Region, greeted the group with a reception and thanked them for their commitment to leverage the flight and expand business partnerships between Oregon and the Netherlands.

Epting said, "Portland is a successful market for Northwest Airlines and our joint venture partner KLM Royal Dutch Airlines. Portland is Northwest's eighth nonstop gateway to Amsterdam from the United States and the 15th joint venture nonstop between the two countries. This new nonstop route makes Northwest Airlines the premiere international carrier and the only one to offer nonstop service to Asia and Europe."

Port of Portland officials toured the Port of Amsterdam and discovered many similarities. Amsterdam's commercial activity focuses on autos, containers, break bulk, timber, dry and liquid bulk storage and tanker operations. They are one of the largest importers of cocoa in the world. A highlight was viewing the double-sided container terminal with cranes operating on both sides of the berth as well as a covered barge facility that keeps delicate perishables dry during loading and unloading.



I-5 COLUMBIA CROSSING COALITION SEEKS SOLUTIONS

Solutions to the problems and bottlenecks associated with the I-5 bridge between Portland and Vancouver, Wash., have been discussed and studied for more than 10 years – and for good reason. Interstate 5 is a critical trade corridor stretching from British Columbia to Baja. The U.S. Department of Transportation has designated it as one of six "Corridors of the Future," recognizing its critical importance in the transportation network and to the U.S. economy. A new crossing of the Columbia River at I-5 is essential because it proposes a solution for one of the most congested and unsafe segments of the highway system.

For those who depend on the efficient transport of goods to make a living in this region, the significance is even greater. The convergence of surface transportation and port facilities in Portland and Vancouver makes the I-5 corridor, between I-84 and I-205 interchange in Washington, the crossroads for freight flows by all modes into, through and around the region.

Bottom line, without a strong transportation system with the capacity to move people and goods quickly and efficiently, the economy will suffer. A new replacement bridge with light rail will help address the increasing cost of congestion to keep this region's freight moving and businesses thriving. That is why the Port has joined with several other government and private enterprises on both sides of the river to form the Columbia River Crossing Coalition.

Federal funding will be critical for the Columbia River Crossing project, and it will take everyone working together locally and nationally to bring this important project forward. To learn more and to join others in this effort, including the Columbia Pacific Building Trades, Legacy Good Samaritan Hospital, Providence Portland Medical Center, Norris Beggs, Associated Oregon Industries, Portland Business Alliance, and Identity Clark County, contact Kathryn Williams, Port of Portland, 503.944.7018; Ginger Metcalf, Identity Clark County, 360.695.4116; or Marion Haynes, Portland Business Alliance, 503.552.6773; or visit www.crossingcoalition.com.

PORTLAND HARBOR CLEANUP AT TERMINAL 4 BEGINS

Later this summer, the Port of Portland will begin a sediment removal action at marine Terminal 4. The action is being overseen by the Environmental Protection Agency and is part of a more comprehensive effort to clean up contaminated sediments in the Portland Harbor.

The Port has worked with EPA to develop a multifaceted approach to removing contaminated sediments from T-4. In 2006, the EPA selected a plan to dredge, cap and monitor natural recovery at the site. As the project design progressed, the Port found that information from harborwide studies would be necessary for the T-4 cleanup plan. Harborwide data, originally expected in 2007, would not be available until 2009.

In September 2007, the Port approached EPA about a new schedule for T-4, one that was realigned with the schedule for the overall Portland Harbor cleanup. The EPA agreed and allowed its 2006 remedy

for T-4 to be split into phases. During the first phase, scheduled to begin in August, the Port will dredge 10,000 to 13,000 cubic yards of contaminated sediments from Slip 3 and dispose at an off-site disposal facility; construct a small cap in the back of Slip 3 to isolate contaminated sediments; and stabilize Wheeler Bay to isolate contaminated soil, minimize erosion, and improve stability of the bank.

This interim work will remove or isolate the highest-concentration contaminated sediments from the busy marine terminal, which handles automobiles, soda ash and liquid bulks. Other facets of the T-4 plan, most notably the construction of a confined disposal facility, will not occur until studies from the harborwide site study are completed. The Port is actively involved in the harborwide study and remains committed to cleaning up its contribution to Portland Harbor contamination.

AIRPORT NIKE STORE POWERED BY THE SUN

Solar energy is at work at Portland International Airport. Solar panels installed atop the airport's glass canopy last year are now producing most of the energy needed to power The Best of Nike Store in the Oregon Market.

The project came about when Nike, Northwest Airlines and the Port of Portland joined forces in an innovative effort to help the environment. Currently the panels are supplying about 75 percent of the Nike store's needs, and the goal is to supply 100 percent. A display in the store includes a video that tells the story of the partnership, and a solar gauge to track solar activity.

The panels are on the east edge of the terminal's canopy and can be viewed from the 7th floor of the parking garage.



At a PDX Earth Day event, Port staff give away 200 bags of compost made, in part, from airport restaurant food waste.

OUT IN THE COMMUNITY: BETTER LIVING SHOW, EARTH DAY

More than 20,000 people attended the recent Better Living Show at the Portland Expo Center, and a good portion were drawn to the Port of Portland booth. There, Port staff displayed the ways in which they incorporate environmental stewardship into the business of operating seaports and airports. Visitors could watch a DVD about Port environmental programs, pour water over porous asphalt that's used to manage storm water at marine Terminal 6, or walk away with a small brown paper bag filled with compost.

The compost was one of the more unusual giveaways at the event, but Port staff wanted to

distribute something that tied directly to Port programs and that could be reused. Enclosed in biodegradable bags, the compost was the result of the Portland International Airport food waste diversion program, which sends food waste from airport partners to become nutrient-rich compost. More than 1,100 tons of food leftovers from airport restaurants, flight kitchens and nearby hotels have been diverted from landfills.

Visitors were thrilled to go home with a useful resource, and the Port was happy to recognize the partners who help reduce waste at the airport. The compost was also distributed to Port and other airport employees and the general public at PDX on Earth Day.

BIRDERS CHECK OUT VANPORT WETLANDS

The forecast for Sunday, April 20, called for rain, possible snow and morning temperatures in the low 30s. But that didn't stop a bus full of people from heading out to the Port of Portland's Vanport Wetlands mitigation site for some early-morning bird watching.

The tour was led by Carrie Butler, an environmental specialist in the Port's mitigation management program, and Dave Helzer, a wildlife technician at Portland International Airport. Each brought a wealth of knowledge on the flora, fauna and history of Vanport.

The tour got started with an up-close lesson on how to spot signs of coyote. Later in the tour, several attendees saw a coyote successfully hunt down prey not far from one of the bird watching locations. In between, participants saw yellow-headed blackbirds, ruddy ducks and horned grebes, and swallows returning from the tropics. The visitors peppered Port staff with questions on species' habits, plumage and migration schedules.

The mitigation site is closed to public access most of the time; its primary purpose is for wildlife preservation and habitat restoration. However, staff members occasionally offer tours of Vanport to give people an up-close view of how the Port manages open space and works to promote habitat connectivity. And, of course, there is a side benefit: even on cold days, the tours give Port staff members the chance to slow down and share their appreciation for the many species that call Vanport home.



HORIZON, DELTA, SANDOVAL'S ACHIEVE EXCELLENCE

Environmental innovation earned Horizon Air, Delta Air Lines and Sandoval's Fresh Mexican Grill awards from the Port of Portland. The Aviation Tenant Environmental Excellence Awards are presented each year by the Port for exemplary environmental efforts by tenants at Port-operated airports.

"We applaud Horizon, Delta and Sandoval's for their leadership and commitment toward environmental stewardship at Portland International Airport," said Bill Wyatt, Port executive director.

Horizon Air and Delta Air Lines won for their programs that recycle waste generated during flights. Items recycled include newspapers, magazines, aluminum cans, plastic cups and plastic and glass bottles. Flight attendants collect the materials onboard aircraft, and then ground crews or cabin service providers deliver the materials to Port recycling containers.

Sandoval's Fresh Mexican Grill won for being the first restaurant at PDX that offers compostable take-out food containers. Sandoval's serves more than 3,000 meals each week in the containers. Sandoval's also supports the PDX food waste diversion program and exercises wise purchasing decisions, which reduce the amount of waste that enters landfills.

PDX is an aviation industry leader in waste reduction, wildlife hazard management and aircraft noise management.

CALE

Portland • Vancouver • Beaverton

Port welcomes public to events

PORTLAND – Opportunities abound this summer and fall to learn about the Port of Portland.

The Port sponsors or participates in many activities throughout the region. These events provide a great chance to see the facilities and meet the people who make it possible for airlines and shipping lines to do their work. From neighborhood and civic group presentations, to tours and open houses, to Seaport Celebration and the PDX Air Fair, to commission meetings and citizen advisory committee meetings – there are plenty of ways to meet, get involved and have a conversation with the Port.

Port news is also reported in several publications, including Portside, Portfolio, Port Currents, Port Dispatch and PDXaminer. Go to www.portofportland.com for more information.

Register now for... classes

PORT OF PORTLAND
SEAPORT CELEBRATION
Discovering Industry on the River

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AUGUST 16 • 10:00 a.m. – 2:00 p.m.
FREE event at Terminal 6
7291 N. Marine Drive, Portland • Photo ID required for all adults

AUGUST 2008 • www.metro-parent.com • METRO PARENT

- Captain Bogg & Salty Pirate Band
- Children's activities
- Marine terminal tours



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N D A R

JULY

- 9**
Port Commission Meeting
Terminal 4 Sediment Removal Open House
- 10**
Citizens Noise Advisory Committee Meeting
- 12**
PDX Air Fair
- 15**
Airport Futures Planning Advisory Group Meeting
- 16**
Hillsboro Airport Issues Roundtable Meeting
- 19**
Troutdale Summerfest (City of Troutdale)*
- 26, 27**
Maritime Heritage Festival
(Antique and Classic Boat Society)*
- 27**
Columbia Slough Regatta
(Columbia Slough Watershed Council)*
- 28**
OMSI Science Pub – Port Presentation*

*Port of Portland participates with other organizers.

AUG.

- 2, 3**
Celebrate Hillsboro (City of Hillsboro)*
- 8 - 10**
Oregon International Air Show*
- 9**
West Columbia Gorge Wheels and Wings
(West Columbia Gorge Chamber of Commerce)*
- 13**
Port Commission Meeting
- 16**
Seaport Celebration: Terminal 6
- 28 - Sept. 7**
Riverfest
(City of Portland River Renaissance Initiative)*

OCT.

- 8**
Port Commission Meeting
- 9**
Citizens Noise Advisory Committee Meeting
- 16**
Gateway to the Globe Business Lunch

SEPT.

- 3**
Hillsboro Airport Issues Roundtable Meeting
- 10**
Port Commission Meeting
- 11**
Citizens Noise Advisory Committee Meeting
- 16**
Airport Futures Planning Advisory Group Meeting

PORTSIDE

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