

# port CURRENTS

Environmental and Community News

## INSIDE

**Public Comment Sought  
on Port Stormwater  
Management Plan**

**War of the Worlds,  
21st Century-Style**

**The Right Tool for  
the Job: Portland's  
Newest Crane Gives  
Containers a Lift**

**Bring Your  
Environmental Expertise  
to the Hillsboro Airport  
Issues Roundtable**

**What I Did on My  
Summer Vacation**

**Dick Montgomery  
and Chet Orloff Tell  
Tales of Trade**

## Marine Terminal 4 Update

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 sediment in the Portland Harbor.

After the Portland Harbor was designated a Superfund site in 2000, the Port determined that T-4—an active marine terminal that handles automobiles, soda ash, and liquid bulks—was a good candidate for an early action. For the Port, working with EPA to determine the right action for cleaning up contaminated sediment at T-4 made sense: detailed data had been collected for the site as part of an already-underway effort with the Oregon Department of Environmental Quality, so we had useful information about the nature and location of site contamination.

Further, cleaning up the contamination sooner rather than later reflected the Port's policy of proactive environmental management.

Timing, however, is everything. As reported in the fall 2007 issue of *Port Currents*, the Port worked on the EPA-selected and approved

T-4 plan through most of 2007. The removal action included the construction of a Confined Disposal Facility (CDF) in slip 1 and dredging, capping, and monitored natural recovery in slip 3 and other adjacent areas of T-4. As the project design progressed, the Port found that additional information from studies of the entire Portland Harbor Superfund site was essential for the overall

CDF design. That information, originally expected in 2007, would not be available until 2009.

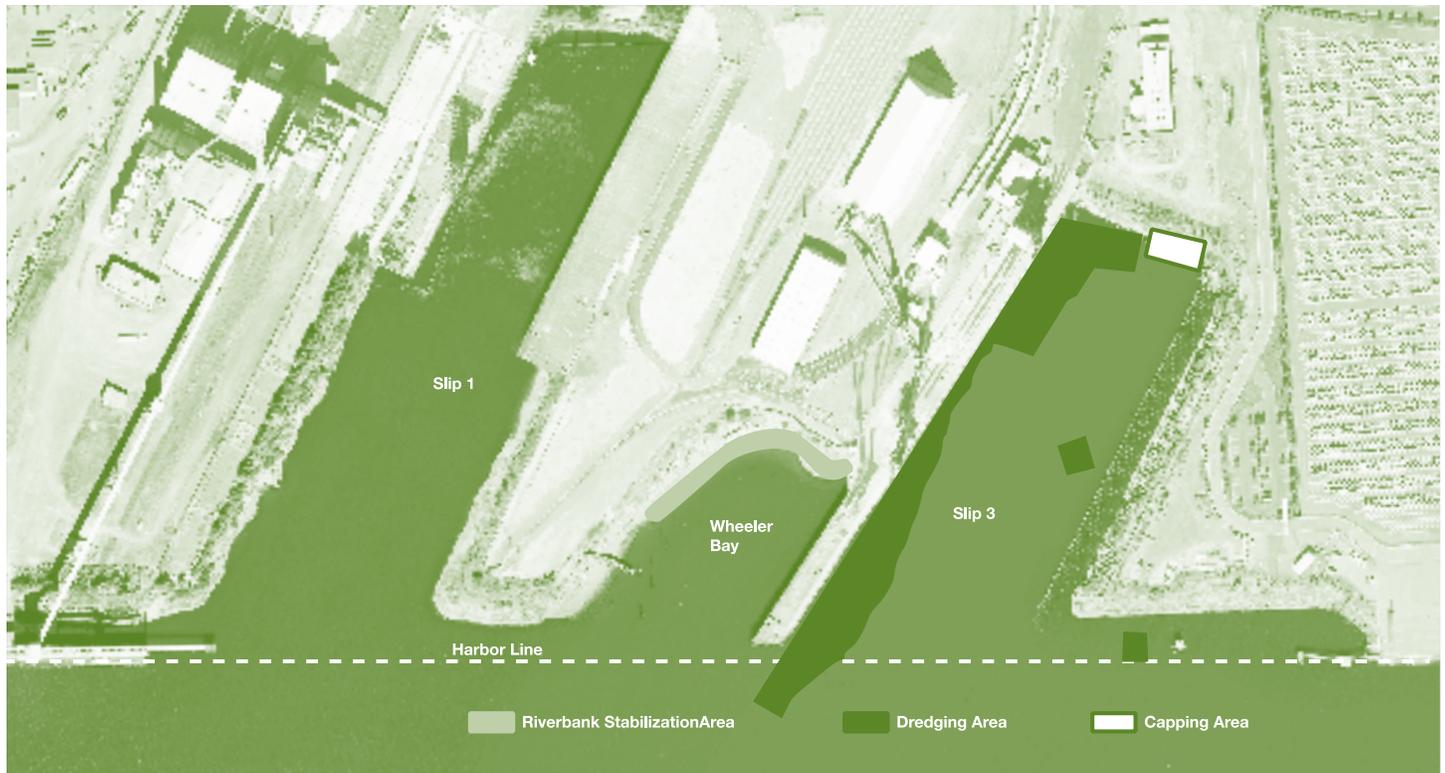
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**T-4 SEDIMENT  
REMOVAL ACTION  
OPEN HOUSE  
Wednesday, July 9  
6 p.m. - 7:30 p.m.  
Presentation at 6:30 p.m.  
BES Water Lab  
6543 N. Burlington**



## T4

continued from page 1



Last September, the Port approached EPA about a new schedule for the T-4 project, and EPA agreed to the Port's request. The result: while the cleanup action has not changed for T-4, the timing has.

Beginning in August, the Port will begin implementing abatement activities that are consistent with the overall cleanup plan selected by EPA in 2006. However, the plan has been broken up into phases. The first phase, described below and to be implemented in 2008, is designed to remove or isolate the highest concentration materials from the site.

- **Dredge and dispose of contaminated sediment at an off-site disposal facility.** The dredging will occur in Slip 3 and will move approximately 10,000 to 13,000 cubic yards of sediment from the river bottom to a barge. The barge will be offloaded to a solid waste landfill. The dredging portion of the cleanup activity will last approximately three weeks.

- **Construct a small cap in the back of Slip 3 to isolate contaminated sediment.** Capping covers contaminated sediment with clean material like sand, clay, or gravel in order to isolate it from any pathways into the environment. The small cap in the back of Slip 3 will have an 18-inch base and will be designed to withstand the waves and propeller wash from vessels operating in the slip. The capping portion of the project is anticipated to take about one week or less.
- **Stabilize Wheeler Bay to isolate contaminated soil.** By stabilizing the bank and planting new vegetation, the Port can minimize erosion. The work will take approximately five weeks.

In-water work demands best practices to eliminate risk to riparian species. The work itself will take place during the time of year when anadromous fish are least likely to be migrating through the Willamette River. Further, a fish diversion mesh will be

installed in the water to help discourage fish from entering the dredging and capping site. The contractor selected to complete the in-water work will minimize release of suspended sediment and consultants will monitor water quality impacts throughout the dredging process. The Port will require strict adherence to measures that reduce any off-site tracking of contaminants during transport.

This portion of the project is slated to begin in mid-August. Nearby residents or people recreating on the river may see the dredge operating during that time or see contractors working along the bank of Wheeler Bay. Anyone with questions or comments is encouraged to call Nicole LaFranchise, environmental program manager, at 503.944.7323. For more information about the comprehensive cleanup effort at T-4, visit [www.portofportland.com](http://www.portofportland.com) and click on the "projects and plans" section for details.

## P O R T   S H O R T S

### Public Comment Sought on Port Stormwater Management Plan

The Port's facilities include buildings, parking lots, and roads — in other words, a lot of surfaces where rainwater collects before entering storm sewers and, eventually, nearby streams and rivers. Because stormwater can pick up a variety of pollutants that can impact water quality, the Port manages this stormwater with an emphasis on reducing pollutants and protecting water quality of the receiving waterways.

The Port holds a Municipal Separate Storm Sewer System, or MS4, permit through the Oregon Department of Environmental Quality. The permit, held jointly with the city of Portland and Multnomah County, is up for renewal in 2009, and the Port is partnering with the two agencies to submit a renewal application. The renewal process includes a requirement for each co-permittee to develop a stormwater management plan for how it will control pollution.

The Port's plan is being updated and will be available for public comment beginning July 1. The plan will include details about the Port's stormwater best management practices. It was developed in accordance with the Port's water resources program, which emphasizes supporting clean rivers and healthy watersheds. Suggestions, ideas and comments are solicited. The public review period is open until July 31.

To access the plan online, visit [www.portofportland.com](http://www.portofportland.com). Comments can be submitted online or via email to Kathy Balogh, Port environmental specialist, at [kathy.balogh@portofportland.com](mailto:kathy.balogh@portofportland.com). To request a hard copy, please call 503-944-7070.

### War of the Worlds, 21st Century-Style

On April 22, Oregon Public Broadcasting aired a new documentary, *Stop the Invasion*, that was as scary as any horror movie at the multiplex: seemingly cute critters and pretty plants are threatening to take over native landscapes, and the risk of major economic and ecologic damage is huge.

The documentary was created in partnership with the Oregon Invasive Species Council, of which the Port is a member. Airports and seaports are a doorway to Oregon, so the Port must be extra vigilant to unwanted species making their way to the state through our facilities.

To achieve this, the Port works with partners like the U.S. Customs and Border Protection, the Oregon Department of Agriculture and Portland State University. Out in the field, programs have been

implemented to monitor sites for invasive species like zebra and quagga mussels, Japanese knotweed, and Himalayan blackberry, among other noxious species.

The documentary discusses the many ways in which invasive species can be managed and mitigated. At the Port, herbicides are just one route, and one that is carefully applied because of potential impacts to water and soil quality. The Port also relies on hydrological, mechanical and biological methods, as well as good old manual removal.

Residents of Oregon and southwest Washington are part of the solution, too, and the documentary encourages best practices for people who enjoy gardening, boating or raising exotic animals. For more information, visit [www.opb.org/invasion](http://www.opb.org/invasion).



## The Right Tool for the Job: Portland's Newest Crane Gives Containers a Lift



They say it's all about having the right tool for the job. That adage couldn't be truer when it comes to handling containers at the Port of Portland's marine Terminal 6. In April, the Port welcomed our newest post-Panamax container crane to T-6 from Shanghai, China. The post-Panamax designation refers to ships that are too wide to fit through the Panama Canal; a post-Panamax crane is equipped to service these extra-large container ships, which regularly call on Portland. The new crane joins three existing post-Panamax cranes and five smaller Panamax cranes at T-6 as the ninth crane on the dock.

The 16-story tall, 1,400-ton giant is anticipated to be operational in June. Capable of handling about 30 containers per hour, the crane will move commodities like inbound consumer goods and outbound agricultural products. Footwear is consistently the highest volume containerized import through Portland, while hay and animal feed are the number one containerized exports from the region. More than a quarter million containers were handled at T-6 in 2007.

Procuring and delivering a crane of this size is no simple task. An order for the crane

was placed in the fall of 2006, and it was constructed by Zhenhau Port Machinery Co. in Shanghai over the last year and a half. A specialized ship carried the crane 5,800 miles across the Pacific Ocean and up the Columbia River, passing with little room to spare under the bridges in Astoria and Longview before arriving at T-6.

Funding for the \$7,862,400 crane came from two sources. In July 2006, Gov. Ted Kulongoski presented the Port with a \$7.5-million check from CONNECTOregon, a nonhighway transportation infrastructure funding initiative. The Port is paying for the remainder of the purchase, including engineering and installation costs, from our general fund. The total project budget is \$10,478,000.

An up-close view of the cranes is accessible from Kelley Point Park on Marine Drive in the Rivergate Industrial District. For an even closer view, the Port of Portland will open a portion of T-6 to the public during our fourth annual Seaport Celebration on Aug. 16. Save the date!

## Bring Your Environmental Expertise to the Hillsboro Airport Issues Roundtable

The Port of Portland is looking for an environmentally savvy person to participate on Hillsboro Airport Issues Roundtable. HAIR is a forum for citizens, airport users, and business and local government representatives to discuss operational issues related to Oregon's second busiest airport. Residents of Hillsboro and Washington County are encouraged to apply. HAIR meets the first Wednesday of every other month from 5:30 to 7:30 p.m. at the Hillsboro Civic Center. For more information or to receive an application, please contact Shannon Huggins at 503.460.4073 or [shannon.huggins@portofportland.com](mailto:shannon.huggins@portofportland.com).

## What I Did on My Summer Vacation

There's no shortage of fun stuff to do this summer. Watch the calendar at [www.portofportland.com](http://www.portofportland.com) for ideas, and save the dates for these upcoming events:

- **PDX Air Fair** – Discover your airport!  
Saturday, July 12  
[www.pdx.com](http://www.pdx.com)
- **Columbia Slough Regatta** –  
Sunday, July 27  
[www.columbiaslough.org](http://www.columbiaslough.org)
- **Oregon Museum of Science and Industry's Science Pub**  
Presents "Your World in a Box: Port of Portland and Global Trade"  
Monday, July 28  
[www.oms.edu/education/adults/](http://www.oms.edu/education/adults/)
- **Seaport Celebration** – Free, family-friendly event at marine terminal 6!  
Saturday, August 16  
[www.portofportland.com](http://www.portofportland.com)
- **RiverFest 2008:**  
Celebrate the Willamette!  
Thursday, August 28 –  
Sunday, September 7  
[www.portlandriverfest.org](http://www.portlandriverfest.org)

## C L O S E - U P

### Dick Montgomery and Chet Orloff Tell Tales of Trade



The history of trade in the Pacific Northwest is long and complex. From the days of native Chinook trading camps, through the Lewis and Clark expedition, to modern day container vessels, trade has been an integral part of our region's narrative. And the Port of Portland's own story has been an important part of the tale.

In March 2008, the city of Portland's River Renaissance program presented "Portland's Port Story." River Renaissance, funded by the city's bureau of planning, is a citywide partnership to revitalize the Willamette River in Portland. Noted Portland historian Chet Orloff and marine history expert Dick Montgomery entertained a lunchtime crowd with stories of the Columbia and Willamette rivers and a timeline of international trade in our region.

Orloff described the web of Native American trade that centered on the Columbia River. A network of trade routes connected major trading and population sites throughout the region. The most important of these sites was The Dalles-Celilo area, the largest trading center in the Northwest and perhaps in the whole of western North America.

In May 1792, Capt. Robert Gray sailed across the bar in the first documented European visit to the Columbia. British explorer George Vancouver sent Lt. William Broughton up the river more than 100 miles later that same year, and Broughton produced the first detailed map of the lower river. Meriwether Lewis and William Clark explored the river in 1805-1806 for the United States. Lewis and Clark noticed the deep harbor near the future site of Portland, and declared that this would make a good site for a port. They recognized early the major reason for the city's success – location, location, location – and sure enough, the deep harbor and the intersection of the two rivers have been critical to Portland's connection to the rest of the world.

Dick Montgomery described how Britain's Hudson's Bay Co. established fur-trading in the region and built a headquarters at Fort Vancouver in 1825. Traveling on the Oregon Trail, settlers flocked to the region during the 1840s.

From 1860 to 1883, Portland's Oregon Steam Navigation Co. dominated steamboat transportation on the lower and middle river.

Wheat was shipped to England, and by 1883, 40 salmon canneries operated on the river. Shipping goods through Portland and other ports flourished. In 1891, the Oregon Legislature created the Port of Portland to dredge and maintain the Columbia River channel. In 1910, the city created the Commission of Public Docks, which was later acquired by the Port.

Using black and white World War II-era images, Orloff described the significant role that the Portland Shipyard – no longer owned by the Port of Portland – played in the production of liberty ships for the war. The shipyard provided new jobs for women, diversity to the city and brought hundreds of workers who later settled in Portland. As global commerce increased, the Port continued to export local products like wheat and import international products like autos.

Orloff and Montgomery concluded their presentation by describing the modern Port of Portland, owner of marine terminals, Portland International Airport and industrial land. The working harbor continues to be one of the most important elements of the Columbia and Willamette rivers.

**Read *Port Currents* online! Visit the Community Outreach section of [www.portofportland.com](http://www.portofportland.com).**

**To update your mailing address, or to share comments and questions, please contact:**

**Christine White**

Community Affairs Manager  
503.944.7056

[christine.white@portofportland.com](mailto:christine.white@portofportland.com)  
or

**Rachel Wray**

Environmental Outreach Manager  
503.944.7047

[rachel.wray@portofportland.com](mailto:rachel.wray@portofportland.com)

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## HEADS UP

**July 9, 2008 • 9 a.m. - 11 a.m.**  
**Port of Portland Commission Meeting**  
Port of Portland Building, Commission Room  
121 N.W. Everett St.

**July 9, 2008 • 6 p.m. - 7:30 p.m.**  
**T-4 Sediment Removal Open House**  
BES Water Pollution Control Lab  
6543 N. Burlington

**July 12, 2008 • 10 a.m. - 3 p.m.**  
**PDX Air Fair**  
Portland International Airport  
7000 N.E. Airport Way

**July 15, 2008 • 5:30 p.m. - 8 p.m.**  
**Airport Futures Planning Advisory Group Meeting**  
Port of Portland Building, Commission Room  
121 N.W. Everett St.

**July 19, 2008 • 11 a.m. - 5 p.m.**  
**Troutdale Summerfest**  
Glenn Otto Park, Troutdale

**July 27, 2008 • 9 a.m. - 2 p.m.**  
**Columbia Slough Regatta**  
Mission Theater & Pub  
Portland Water Bureau Canoe Launch  
16650 N.E. Airport Way

**July 28, 2008 • 7 p.m.**  
**OMSI Science Pub**  
Mission Theater & Pub  
1624 N.W. Glisan

**August 13, 2008 • 9 a.m. - 11 a.m.**  
**Port of Portland Commission Meeting**  
Port of Portland Building, Commission Room  
121 N.W. Everett St.

**August 16, 2008**  
**Seaport Celebration**  
Port of Portland Terminal 6  
7201 N. Marine Drive

**August 31, 2008 • 12 p.m. - 5 p.m.**  
**Riverfest Community Fair**  
Waterfront Park

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Box 3529 Portland Oregon 97208