

PORTLAND PUBLIC DOCKS



50TH ANNIVERSARY YEAR

OPERATED BY THE COMMISSION OF PUBLIC DOCKS



3070 N.W. FRONT AVENUE • PORTLAND 10, OREGON
CApitol 8-8231 • TWX PD 309-U

NEWS RELEASE

FRITZ TIMMEN, Public Relations Director
FOR IMMEDIATE RELEASE

January 15, 1960

DOCK COMMISSION PLANNING EXCELLENT
TAMS REPORT FINDS: ROSY HARBOR
GROWTH FUTURE SEEN

The planning program of the Commission of Public Docks to provide the facilities necessary to Portland's ocean-borne commerce has been excellent. In its long-range program, the Commission has kept a sound balance between construction of cargo handling facilities and the export-import requirements of the region served by the port.

Portland will continue to grow as a major U. S. seaport and foreseeably will be handling about 60 per cent more tonnage in all commodities 20 years from now.

These are the conclusions of an exhaustive economic study just completed for the Commission of Public Docks.

The report, in preparation for more than a year by the New York engineering firm of Tippetts-Abbett-McCarthy-Stratton, was released by the Commission this week. In scope, it examined all waterborne cargoes moving through Portland, studying origins and destinations, transportation services and rates, resources and economic growth of Portland's trade region, and the harbor's present handling facilities making recommendations on the need for future construction.

Preparation of the TAMS report from its inception was supervised for the Dock Commission by Brig. Gen. Louis H. Foote (Ret.), former North Pacific

Division Engineer, who acted as the Commission's consultant.

The survey concludes that the terminal facilities operated by the Dock Commission generally are in first-rate condition. An exception is Pier B at Terminal No. 1, now largely condemned, which must be promptly rebuilt.

The report's measure of the dock capacity of Portland assumed that present privately-owned general cargo terminals will continue to operate as going and useable properties. It is obvious, however, that should any of these private plants be lost to the harbor through fire, or for any other reason, there would not be sufficient berths to handle the deepwater cargoes now moving or anticipated in the near future.

The Commission was lauded for its sound planning for construction of a \$3,700,000 bulk cargo discharging plant at Terminal No. 4. The plant will go into service in mid-1960.

The report states additional bulk cargo outloading equipment will be needed to meet expected increases in outbound shipments of coal and dry bulks other than grain.

Export shipments of coal and coke from Portland are predicted to reach an upper limit of 1,700,000 tons by 1970. This is well above the present capacity of the harbor's present outloader.

Raymond M. Kell, Chairman of the Commission, said "No survey can anticipate all the growth problems an aggressive port such as Portland will face. Because of this", he said, "the Commission will continually up-date the report as needs of the harbor demand."

Findings of the study will be keyed into the Commission's statistical reporting system to maintain efficient planning as well as aggressive cargo solicitation.

The TAMS report noted that Portland now handles 10 per cent of the total oceanborne commerce of all U. S. Pacific Coast ports, in 1957 amounting to 9.6 million tons. Twenty-seven per cent of the coast's commercial bulk cargoes, 10 per cent of industrial bulk cargoes, and 6 per cent of general cargoes moved through Portland that year.

To handle these volumes the Dock Commission has since 1954 conducted an extensive construction and modernization program at all three of its terminals. This has been accomplished from more than \$2,000,000 in earnings, plus \$2,000,000 in revenue bonds, and \$6,500,000 in general obligation bonds. Approval for the latter was given by Portland voters in 1954. Thus, the Commission's investment in modern port facilities during the last several years has amounted to more than \$10,000,000.

With this building program well underway, the report notes, the Commission has turned to a campaign for improving and expanding steamship services which will further contribute to the city's leadership among Pacific Coast seaports.

The report points out that scheduled or berthline vessel services are a substantial factor in influencing a shipper's choice of a port to handle his general cargo.

The Commission has acted aggressively for several years to gain

more frequent direct in and out sailings for the harbor. Numerous briefs have been filed before the Federal Maritime Board in efforts to get the FMB to order a substantial number of direct sailings to and from the Columbia River and the Far East in granting operating subsidies to American-flag steamship lines.

First such action was taken by the Commission in 1955 in the case of States Line's subsidy application. This has been followed by interventions in subsidy applications of Waterman Steamship Co., States Marine Line, and recently in a series of applications by American President Lines, Pacific Far East Line, and American Mail Line.

These interventions by the Commission are unique actions before the Federal Maritime Board and are designed to gain for Portland and other Columbia River seaports the same trade advantages provided by direct services to other port areas.

The Commission also has instituted cargo solicitation efforts through the Pacific Northwest and inland areas with the objective of continually increasing export and import cargo volumes.

The report forecasts that Portland's freight rate preferential area will be increased as navigation improvements are completed on the Columbia and Snake rivers. Now, rail and truck rates are cheaper to Portland than those to and from other Pacific Coast ports from points in southern Idaho, southwestern Washington, northern Utah, southwestern Wyoming, and all of Oregon. In much of the rest of the Northwest rail and truck rates are equal to those into Seattle and other Puget Sound ports.

On completion of John Day dam on the Columbia River, improved barge service and lower barge hauling rates are expected to bring competing truck and rail rates down, the report says. As a result, Portland's area of rate advantage and rate parity is expected to substantially increase. Improvements to the Snake River and Willamette River waterways also will influence barge rates and cargo volumes moving through Portland.

The report regards Portland as competitive with other Pacific Coast ports in receiving and shipping general cargo, but enjoying a competitive advantage in bulk cargo movements. Ocean freight rates between Portland and foreign ports are the same as at other coast ports. The average charges for port services paid by general cargo at Portland and other Columbia River ports are about equal with most other Pacific Coast ports.

In forecasting harbor growth over the 20 year span of the report, commercial bulk cargo commerce at Portland is expected to increase by about 60 per cent -- from an annual average of 1,459,000 tons during 1953-1957 to about 2,340,000 tons annually by 1980. Grain shipments will remain the largest item. Substantial increases are expected in shipments of coal and coke and in receipts of ores and concentrates.

Oceanborne general cargo commerce is expected to grow about 57 per cent during the same 20 years, from an annual average of 1,100,000 tons to about 1,753,000 tons. Forest products and agricultural commodities will continue to be major shipments and metal, manufactured goods and chemicals will be major imports.

The report estimates that by 1980 commercial bulk cargo facilities

in the harbor (those owned privately as well as by the Dock Commission) will be handling about 2,340,000 tons of commerce and as much as 5,150,000 tons under such extraordinary conditions as occurred in 1957. In that year, the Dock Commission exported almost 700,000 tons of coal and the harbor handled its highest tonnage in history.

Because of this expected growth, the report says, more facilities will be needed to handle export bulk commodities. The harbor will be able to take care of anticipated volumes of inbound bulks, since the Dock Commission will place in service this year the Pacific Coast's only bulk unloading plant, capable of discharging vessels at 900 tons per hour. With this facility in service the two gantry cranes erected by the Commission at Terminal No. 4 in 1955 will be freed to work scrap and other cargoes expected to rise during the next few years.

General cargo berths in the harbor, of which 13 are owned by the Dock Commission and 4 are privately-owned, will be handling about 1,735,000 tons of commerce annually by 1980, the report predicts. Because of normal fluctuations, this may rise to 1,870,000 tons. Assuming that present private terminals will remain in operation, the Commission will need to construct two additional berths to handle the expected volume to provide adequate service to its customers.

Chairman Kell expressed gratification on the report. "It proves", he said, "that our planning, construction, and activities have been sound. Portland's rank as the number one seaport on the Pacific Coast is only the threshold to our future as the outlet of the great Columbia Basin. The

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report gives us a sound guide by which we can plan for this future".

Copies of a summary of the Report are available on request from the
Commission of Public Docks, 3070 N. W. Front Ave., Portland 10, Oregon

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The Commission of Public Docks is pleased to present you with . . .

a Summary of its recently-completed "Portland Harbor Development Survey", which has been more than a year in preparation.

The Report has been made by an outstanding firm of engineers, Tippetts-Abbett-McCarthy-Stratton, New York City. Its conclusions were reached after exhaustive study of all the factors governing the flow of ocean-borne commerce through Portland harbor for the period ending with the year 1980.

The Report finds that The Commission of Public Docks has planned wisely and well in providing for current needs of foreign and domestic ocean commerce. It makes specific recommendations concerning future facilities which largely are the responsibility of The Commission of Public Docks to provide.

The Commission will use this Report as a guide for growth and expansion of Portland's harbor and will continually examine and up-date its findings to maintain Portland's leadership in the highly competitive field of ocean commerce.

It is our hope that you will read this Summary carefully. If it raises questions or if further information is desired on any points contained therein, we solicit your inquiries.

Very truly yours,
THE COMMISSION OF PUBLIC DOCKS

Thomas P. Guerin
General Manager

PORTLAND PUBLIC DOCKS

NEWS RELEASE

FRITZ TIMMEN, Public Relations Director

FOR IMMEDIATE RELEASE



OPERATED BY THE COMMISSION OF PUBLIC DOCKS



3070 N.W. FRONT AVENUE • PORTLAND, OREGON 97210
Telephone 228-8231 • TWX 503-224-1982

June 24, 1966

MARSHALL N. DANA, LONGTIME PORTLAND
HARBOR DEVELOPMENT LEADER, DEAD AT 80

Marshall N. Dana, for more than 65 years a Portland, Oregon, civic leader, proponent of development for full public benefit of the nation's natural resources, key figure as private citizen, editor, and Dock Commissioner in the growth of Portland as a major seaport, died Friday, June 24, in Willamette Falls Hospital, Oregon City, from complications resulting from an accident at his home May 31. He was 80.

His death brought to a close a distinguished career in both private and public endeavor that began in 1909. The son of an Ohio minister, he came to Portland in that year to join the reporting staff of the Oregon Daily Journal. Mr. Dana was a member of the Journal's staff for 42 years and from 1938 until 1951 was Editor of the Editorial Page. In 1952, the year after he retired from the Journal, he authored the book "The First Fifty Years of the Oregon Journal". In 1949, he had written "Their World and Ours", drawn from his visit as a reporter to Germany and Israel.

From January 2, 1951, until January 1, 1963, Mr. Dana was assistant to the President of the United States National Bank, Portland. In this work he dealt with activities, civic and business, pertinent to the building of the State

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and region. Following his departure from the bank, Mr. Dana maintained an office in the Administration Building of the Commission of Public Docks from which he carried forward a program of water resource development for the Pacific Northwest region.

Mr. Dana was first appointed a member of the Commission of Public Docks in 1954 by Mayor Fred L. Peterson and in 1960 was named by Mayor Terry D. Schrunck as the Commission's only Honorary Lifetime Commissioner. During his newspaper career and subsequently Mr. Dana had been a strong advocate of harbor development, supporting the Commission's activities editorially and, after his appointment as a Commissioner, lending his experience and effort to post-war rebuilding and modernization of harbor facilities. He served as the Dock Commission's Chairman in 1957.

Mr. Dana was the first President in 1931 of the National Reclamation Association and at his death was a member of the NRA Water Policy Committee. By Presidential appointment, he was an advisor in the 1930's to the Pacific Northwest Recovery Program and he was Regional Chairman of the Public Works Administration from 1932 until 1936. He was an early President of the Oregon Advertising Club and, in 1927, was President of the Pacific Advertising Clubs Association.

He had served as Chairman of the Oregon State Game Commission, Chairman of the Board of Trustees of Linfield College, District Chairman of the National Resources Board, and a member of the Oregon Economic Council.

Whitman and Linfield Colleges honored him with the degree of LL. D. and from Oregon College of Education he received the degree of Litt. D.

Mr. Dana served on the National Committee of Forest Credits the work of which culminated in Public Law 285, signed by President Eisenhower in 1953, permitting national bank loans on standing timber. He took an active interest in timber as a crop and in forest management for perpetual production.

In pursuit of his deep interests in regional development, Mr. Dana served as Director of the National Rivers and Harbors Congress for the North Pacific Region, and as a member of its National Advisory Council, Chairman of the Recreational Sub-Committee of the Columbia Basin Interagency Committee, Chairman of the Projects and Resolutions Committee of the Northwest Rivers and Harbors Congress, and Regional Director of the Inland Empire Waterways Association. Earlier, he had served as Secretary of the Oregon Highway Lifesavers.

In 1965, by Presidential appointment, Mr. Dana was made a member of the Lewis & Clark Trail Commission. During the same year, he was named Portland's "Old Salt" by the Portland Junior Chamber of Commerce "for service in promoting and fostering" Portland's maritime industry."

Mr. Dana, in 1958, received the Department of the Interior's Conservation Service Award for dedicated service to national conservation and resource programs. In 1959, he was a member of the U. S. -Japan Mayors and Chamber of Commerce President's Conference in Osaka, Japan, and the Portland Chamber of Commerce Trade Tour to Japan and the Far East in 1960.

As a part of his continuing endeavors toward civic improvements, Mr. Dana was serving, at the time of his death, as Chairman of the Metropolitan Waterfront Planning Study Committee.

His widow survives him at the family home, 15725 S. E. Dana Road, Milwaukie, Oregon.

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Summary Report by Tippetts-Abbett-McCarthy-Stratton
prepared for The Commission of Public Docks, Portland, Oregon



SUMMARY REPORT *Portland Harbor Development 1959*

August, 1959

The Commission of Public Docks of the City of Portland is the body created by the people of Portland to administer the affairs of the city's harbor. The Commission's obligations are:

1. The provision, operation and maintenance of marine terminal and other harbor facilities necessary to Portland's maritime commerce.
2. The protection and expansion of that commerce.

To carry out these functions the Commission provides facilities as needed, operates them as required, conducts a national program of cargo solicitation and seaport promotion, and pursues an approach of continuous planning to anticipate and provide for future needs. The Commission takes such action before the appropriate regulatory bodies (Federal Maritime Board, Interstate Commerce Commission, etc.) as may be necessary to insure Portland's competitive position respecting freight rates and carrier services. A case in point is the Commission's current efforts before the Federal Maritime Board to obtain direct Trans-Pacific steamship service.

During the past five years the Commission of Public Docks has had underway an extensive Harbor Modernization and Expansion Program to improve and expand the physical facilities of the port. This program is now nearing completion. To assess the results of this program, to evaluate the competitive situation of Portland Harbor relative to other Pacific Coast ports, and to determine the period for which the existing general cargo and commercial bulk facilities would be adequate, the Commission decided that an independent, unbiased study was required. The Commission retained the internationally known consulting engineering firm of Tippetts-Abbett-McCarthy-Stratton, which has made economic and engineering studies and prepared development plans at most of the leading United States ports, including Portsmouth, Providence, New York, Trenton, Philadelphia, Baltimore, Hampton Roads, Ft. Pierce, Miami, Gulfport, Greenville, Baton Rouge, Houston, Tacoma, Seattle, Bellingham, Anchorage, Chicago, Detroit, and Buffalo and at many foreign ports, including ports in Greece, Turkey, Honduras, Burma, Ecuador, Mexico and Mozambique.

Investigations and analyses were made of ocean, rail, truck and barge rates and services between Portland and the areas with which it trades. Forecasts were prepared of agricultural, manufacturing, population and industrial growth in Portland's hinterland. Based on these studies

Tippetts-Abbett-McCarthy-Stratton prepared detailed estimates of the future growth of each commodity involved in Portland's ocean-borne commerce. The capacity of the existing commercial marine terminal facilities was determined and the need for future expansion evaluated.

As a result of their studies, Tippetts-Abbett-McCarthy-Stratton concluded that the facilities of the Commission are generally in excellent condition. With continued maintenance and the replacement of a deteriorated pier, the general cargo berths will be adequate to accommodate the anticipated commerce volumes for the next twenty years. The conclusions assume the continued operation of the existing private general cargo terminals in their current status. With the completion of the new Pier 4 at Terminal 4 now under construction, the bulk cargo discharging facilities will be adequate for the foreseeable future. Additional or improved bulk cargo loading facilities will be necessary before 1970.

Any growing port will be faced from time to time with expansion problems that no survey can anticipate. The Commission must remain alert to such opportunities and provide for them.

Using the report as a guide, the Commission is now in a position to plan intelligently and provide the necessary harbor facilities. The objective is the ever-growing stature of Portland as "World Seaport of the Pacific."

COMMISSION OF PUBLIC DOCKS

Capt. Homer T. Shaver, *Chairman*



Shown here is a portion of Terminal No. 1, which offers eight deep-water berths, and is one of three general cargo and bulk facilities owned and operated by the Commission of Public Docks.

PORTLAND'S HARBOR . . . a world seaport

Portland's location near the confluence of the Columbia and Willamette Rivers makes it the natural outlet for the products of much of the Pacific Northwest and a major distribution center for raw materials and manufactured goods. Portland Harbor, which links this region with the world's ocean shipping lanes, handled more than thirteen million tons of water-borne commerce in 1957.

The Commission of Public Docks has the responsibility for the development of terminal facilities in Portland Harbor and for promoting the expansion of Portland's domestic and world trade. It owns over 60% of all commercial berths in the Harbor, and its facilities as a whole handle two-thirds of the total ocean-borne commercial commerce of the Port. In recent years, the Commission has brought several major projects to completion.



Three general cargo berths and four lining berths comprise Terminal No. 2. Generous paved open area fronts the Terminal. A minimum depth of 35 feet is maintained at all 26 berths operated in the harbor by the Commission.

PORTLAND'S TRADE AREA . . . dynamic and growing

Portland is a principal economic center for a trade area of more than 210,000 square miles in three states with a combined population of more than three million. The region contains rich agricultural valleys, large timber resources, extensive areas suitable for dry farming and irrigated agriculture, and diversified mineral resources. The relatively unlimited water resources of the region are one of its principal assets and provide water for hydroelectric power, irrigation, industrial supply and navigation. The potentialities of these resources have not been fully realized. They will contribute increasingly in the future to the growth of Portland and the waterborne commerce of Portland Harbor.



Palletized handling of newsprint has greatly reduced handling costs of loading and cut ship turn-around time at the Commission's Terminal No. 1. This giant fork lift truck, capable of handling 20,000 pounds with ease, works with equally large straddle carriers to expedite cargo handling.

It is estimated that by 1980, the population of Portland's tributary area will reach 5.3 million. Manufacturing in the area has been growing faster than the national average. Specialization exists in certain primary process industries, particularly in lumber, pulp and paper, and food products. The chemical and primary metal industries represent important elements of the manufacturing economy, but their local production is to a large extent supplemented by receipts of such products from outside the Pacific Northwest. The specialization in the industries of Portland's trade area requires the assembly of raw materials from local areas and the shipment of products in large volumes to distant national and overseas markets. This pattern of traffic has necessitated development of a highly efficient transportation system, including truck, train, barge and ocean-going vessel services.

The future industrial growth of this area forecasts a long-term trend toward greater self-sufficiency. Increased population and income will also broaden the base for local-market-oriented enterprises. This diversification of industry will contribute toward the general economic stability of the area.

WORLD-WIDE STEAMSHIP SERVICES

Regularly-scheduled ocean steamship lines serving Portland Harbor call at nearly all of the world's major ports. The channel between Portland Harbor and the Pacific Ocean is presently 35 feet deep and 500 feet wide. The Corps of Engineers is studying the steps required to deepen the channel to 40 feet and widen it to 750 feet.

Nearly 1,600 vessels called at Portland in 1957 in foreign, intercoastal, and coastal shipping services. Scheduled vessels constituted about 40% of these sailings, and carried the major portion of the general cargo handled at the Harbor. The balance of the sailings were by unscheduled vessels. Most of the unscheduled vessels (or tramps) are involved in the movement of specific bulk cargoes which can be handled in a shipload lot, and it is characteristic of these vessels that they will provide service to any port at which cargo is offered or to which cargo is destined.

Scheduled or berthline vessel service is one of the principal factors influencing the choice of a port to handle general cargo which usually consists of high-value commodities requiring rapid delivery. The number of scheduled foreign sailings from Portland is adequate for the existing general cargo commerce, but Portland seeks improved service through an increased number of sailings to many parts of the world. Moreover, Portland requires the advantage of an equitable share of the direct Trans-Pacific steamship services available to other major Pacific Coast ports. Portland has only about one-third as many scheduled intercoastal sailings to U. S. Atlantic Coast ports as other Pacific Coast ports and has no scheduled intercoastal sailings to U.S. Gulf Coast ports. In 1957, Portland had only about one-ninth as many sailings to the Hawaiian Islands as other Pacific Coast ports, but the vessel service between the Harbor and Hawaii has been expanding in recent years. Improved schedules with the Islands will be of considerable value in increasing Portland's share of this trade.

The Commission of Public Docks has recognized these problems and has undertaken counter measures. It has an aggressive sales program of cargo solicitation. The Commission has also instituted unique proceedings before the Federal Maritime Board to obtain for Portland a guaranteed fair share of direct sailings to and from the Orient under the Federal steamship subsidy program. The objective is the continued increase in the volume of import and export cargo.

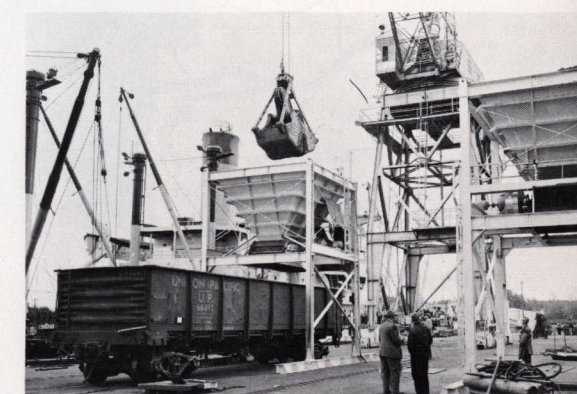
RAILROADS, WATERWAYS AND HIGHWAYS

... the network of connections with the interior

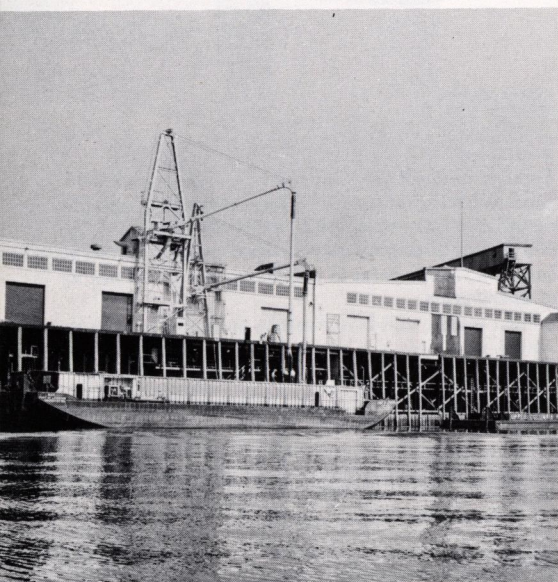
Inland transportation provides an essential link between the marine terminal facilities of Portland Harbor and the manufacturing, forest, mining and agricultural centers where an important portion of Portland's commerce originates or is destined. Inland transportation services are provided by railroads, barge lines and trucking companies.

Portland is served by four trans-continental railroads providing trans-continental service, and by several shorter lines. These provide unexcelled connections to all national points and locally within the Pacific Northwest. One of the nation's major trans-continental railroads, the Union Pacific, has

Foreign automobiles, imported from Europe, reach Portland at the rate of 300 or more monthly. These are distributed from Portland to all points of the Pacific Northwest, largely by over-the-road trucks, but recent barge shipments point to increasing use of this means of distribution.



Present method of discharging inbound bulks (lead and zinc ore, bauxite, etc.) is with a pair of gantry cranes at the Commission's Terminal No. 4. Since 1954, when these cranes were put in service, this type of tonnage has increased from slightly more than 30,000 tons to almost 120,000 tons in 1958.



Grain, Portland's largest single export commodity, has made the port the Pacific Coast's leading grain export port for many years. The Dock Commission's marine Airveyors unload a bulk grain barge at the rate of 1200 bushels per hour. These 1400-ton capacity barges move to Portland on the Columbia River from upriver points as much as 250 miles. On the return trip they carry petroleum products in hold tanks.

Portland as its principal direct terminus in the Northwest. These railroad facilities, both in Portland and inland, appear to be adequate for present traffic and it is expected that improvements will be provided as required to handle future increases.

Barges can regularly navigate the Columbia River for 240 miles, from Portland Harbor up-stream to Pasco-Kennewick. The completion, prior to 1970, of John Day Dam, which is now under construction, will provide slack water for this entire distance, permitting more efficient and economical barge operation. The extension of barge navigation above Pasco-Kennewick on the Columbia River has been recommended by the North Pacific Division Engineer of the Corps of Engineers.

The Snake River above its confluence with the Columbia is at present only seasonally navigable, but four dams have been authorized on the lower reach of the River. One of these, Ice Harbor Dam, is in an advanced stage of construction. These dams will provide slack water to Lewiston, Idaho, making regular barge navigation possible for about 380 miles upstream from Portland. It is expected that all four dams will be completed prior to 1980.

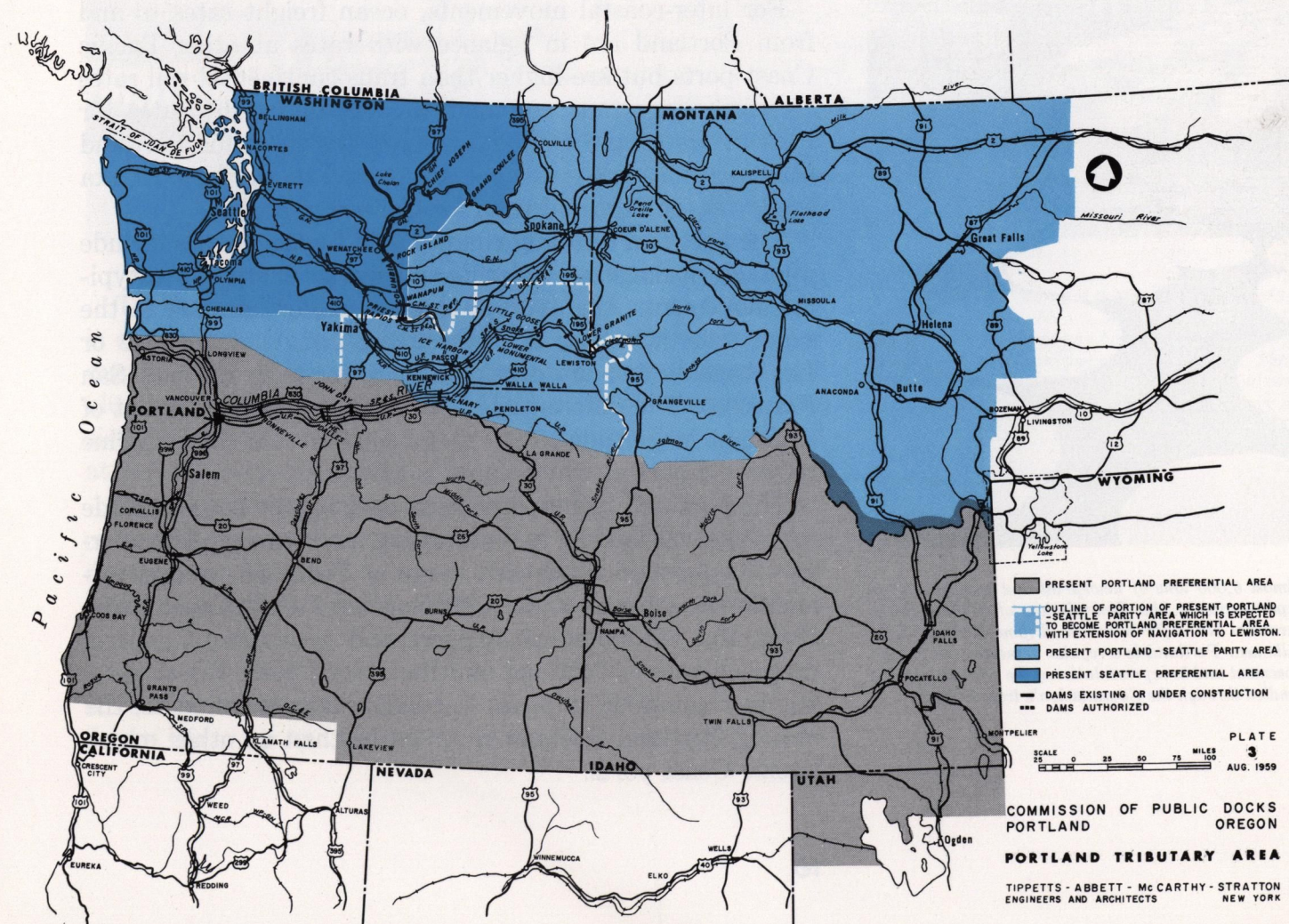
The authorized barge waterway project on the Willamette River between Portland and Corvallis is approximately 40% complete. Barge operations are now largely limited to the reach between Portland and Oregon City. Navigation above Oregon City is hampered by the outmoded Willamette Falls locks by shallow water in summer and by seasonal freshets. Modernization of the locks has been authorized by Congress, but with no funds so far appropriated. Dependable channel conditions above the locks are contingent upon completion of upstream storage projects permitting regulation of stream flow. Improved navigation conditions on the Willamette River could be a significant factor in influencing the barge rates and commerce volumes for movements between the Willamette River Valley and Portland.

Portland's highway connections with the inland area it serves are excellent. The improvement to federal interstate highway system standards of U.S. 30, the principal east-west route, and U.S. 99, the principal north-south route, will further facilitate truck access between Portland and inland points. Within Portland, an adequate network of existing arterial streets will be supplemented by a proposed comprehensive limited-access highway system.

PORTLAND'S COMPETITIVE POSITION...freight rates and port changes

Portland's freight rate preferential area, with certain minor exceptions, includes all of Oregon, the southern part of Idaho, the southwestern part of Washington, the northern part of Utah and southwestern Wyoming. Within this area existing rail and truck rates to or from Portland are less than those to or from other Pacific Coast ports. Within central and eastern Washington, northern Idaho and western Montana existing rail and truck rates to and from Portland and other Lower Columbia ports are the same as rates to or from Seattle and other Puget Sound ports.

Existing rates for barge transportation to and from Portland are reflected in the rail and truck rate structures. A considerable reduction in the barge rates between Portland and Pasco-Kennewick is anticipated with the completion of John Day Dam on the Columbia River. As a result, competitive reductions in rail and truck rates to and from Port-





Almost 6,000 tons of newsprint and magazine gloss paper waits at the Commission of Public Docks Terminal No. 1 for coastwise shipment. Paper from mills near Portland is a regular domestic and foreign movement and is representative of the versatile cargoes handled through the Commission's transit sheds.

land are anticipated. It is expected that the development and extension of barge navigation of the Columbia and Snake River system will expand Portland's areas of rate advantage. It is also expected that this situation will have larger effect prior to 1970.

Ocean freight rates for movements between Portland and foreign ports are the same as rates applicable to other Pacific Coast ports and Portland is thus in a favorable competitive position for foreign trade.

Portland and all other Pacific Coast ports are at a disadvantage in competing for import-export traffic originating in or destined to the mid-continent area. While ocean freight rates between Gulf Coast ports and the Far East are generally slightly higher than those between Pacific Coast ports and the Far East, the existing inland rates applying between the Gulf Coast ports and the central portion of the nation are considerably lower than rates between those central points and the Pacific Coast ports. Gulf Coast ports, moreover, have lower rates than Portland for movements to and from European and African ports.

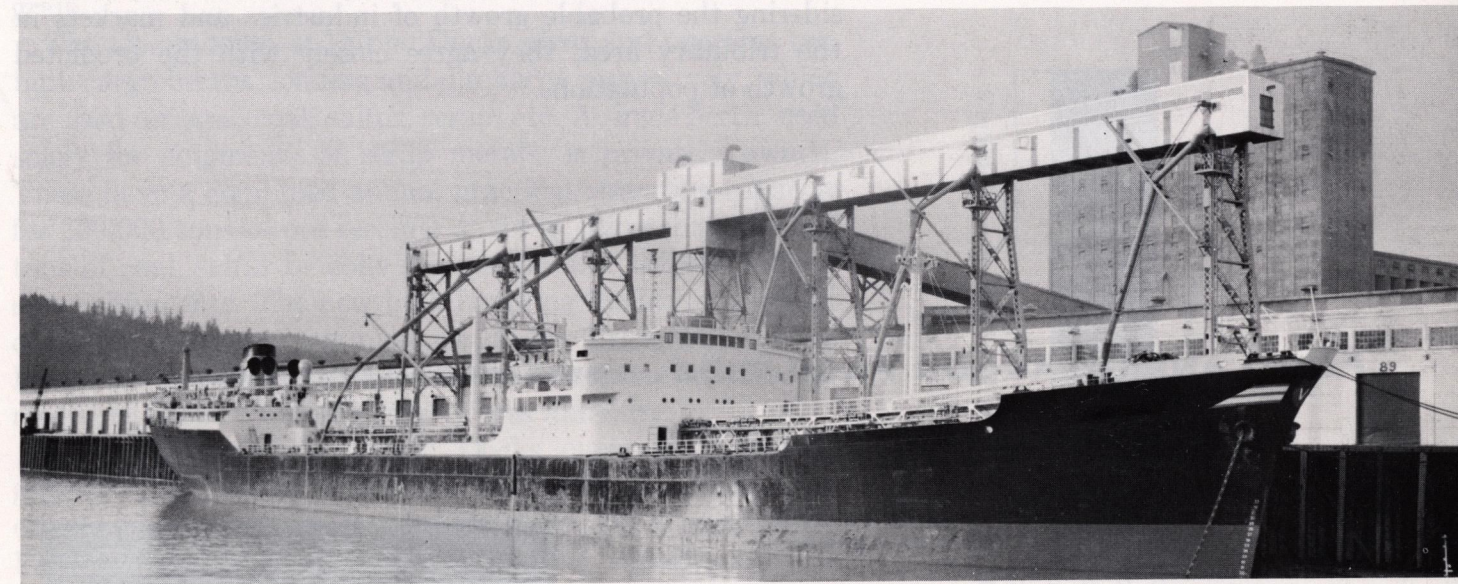
For inter-coastal movements, ocean freight rates to and from Portland are in balance with rates at other Pacific Coast ports but are higher than trans-continental rail rates on some important commodities. Ocean freight rates for movements to and from Hawaii are the same for Portland as for other Pacific Coast ports, but rates to and from Alaska are lower for Portland than for California ports.

The port and terminal charges paid by the vessels include pilotage, dockage, stevedoring and service charges. For typical movements, the average charges at Portland are in the same order as those at Vancouver, Longview, Seattle or Los Angeles, and are considerably lower than those at San Francisco. The differentials in costs that do exist are not of sufficient magnitude to affect the decision of a shipping line to serve a port at which cargo is available.

The port and terminal charges paid by the cargo include wharfage, car loading and unloading, and storage. The average charges paid by general cargo at Portland are approximately the same as at most of the other Pacific Coast ports. From the viewpoint of shippers and receivers of general cargo, therefore, Portland and the other Pacific Coast ports are on a competitive basis. For bulk cargo movements, the cost at Portland is equal to or lower than at other major Pacific Coast ports.

PORTLAND'S COMMERCE . . . the outlook

Portland's oceanborne commerce has been rising steadily in recent years and Portland Harbor is now handling more than 10% of the total oceanborne commerce of all U.S. Pacific Coast ports. Oceanborne commerce at Portland in 1957 totaled 9.6 million tons. Oceanborne commercial bulk cargo at Portland was 27% of the U.S. Pacific Coast total in 1957; oceanborne industrial bulk cargo was 10%; and oceanborne general cargo was 6%.



The growth of oceanborne industrial bulk cargo commerce is closely related to the operations of individual private industries and in Portland the cement, salt, petroleum and alumina imports are examples. Most of this commerce consists of raw materials and manufactured products handled at private industry berths.

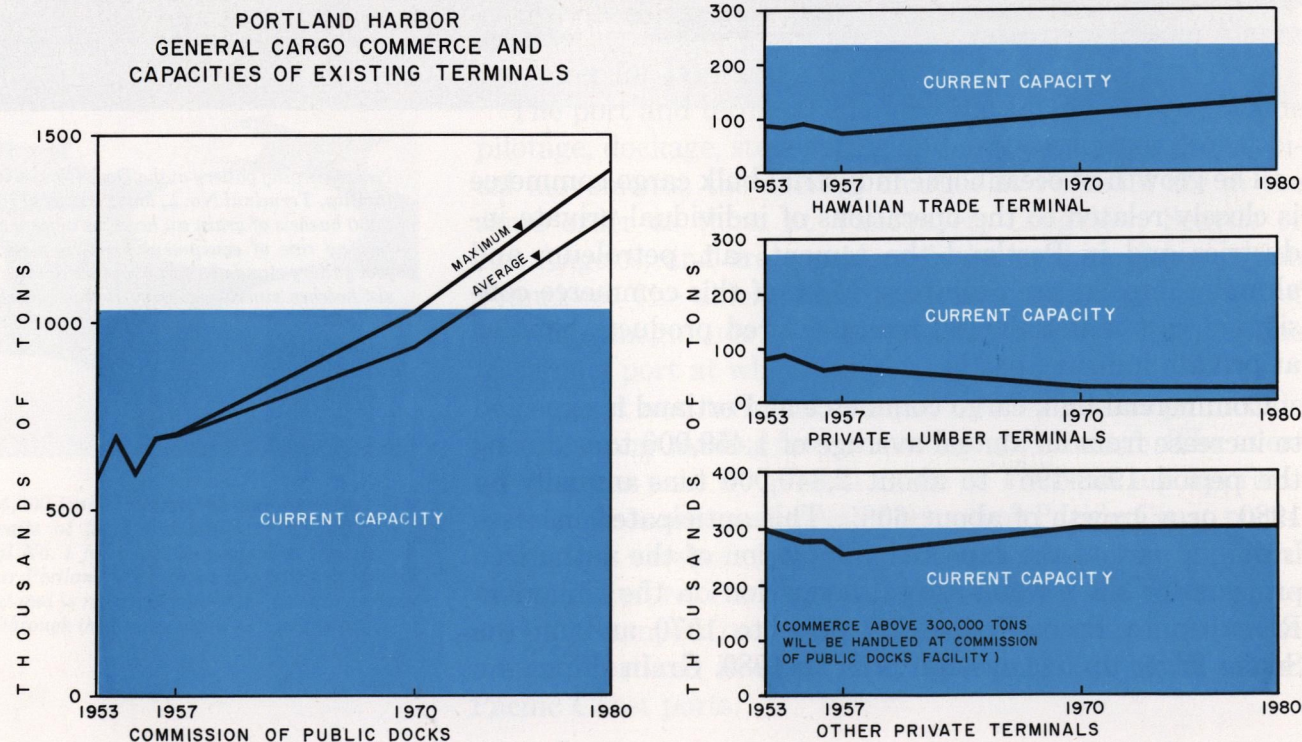
Commercial bulk cargo commerce at Portland is expected to increase from an annual average of 1,459,000 tons during the period 1953-1957 to about 2,340,000 tons annually by 1980, or a growth of about 60%. This anticipated increase is due in part to the expected completion of the authorized projects for slack water barge navigation on the Columbia River up to Pasco-Kennewick prior to 1970 and on the Snake River up to Lewiston prior to 1980. Grain shipments

New shipping gallery at the Dock Commission's grain facility, Terminal No. 4, loads vessels at rates of up to 5000 bushels of grain an hour, or twice the maximum feeding rate of equipment formerly used. The 440-foot gallery stands 75 feet above the dock, and can feed six hatches simultaneously. It was placed in service in 1958.

will remain as the largest component of this group. Major increases are expected in shipments of coal and import receipts of ores and concentrates. Grain shipments and molasses receipts will increase but at a slower rate. The outlook for scrap shipments is somewhat less favorable.

Oceanborne general cargo commerce at Portland is expected to increase from an annual average of 1,100,000 tons during the period 1953-1957 to about 1,735,000 tons during 1980, or a growth of about 57%. Agricultural products and forest products will remain as major shipments, and metals and manufactures and chemicals as major receipts. While these estimates of waterborne commerce were made by considering the probable growth of industries and markets in the tributary area, they agree closely with the predicted growth of population.

PORTLAND'S HARBOR FACILITIES ... present and under construction



PORTLAND'S HARBOR FACILITIES ... present and under construction

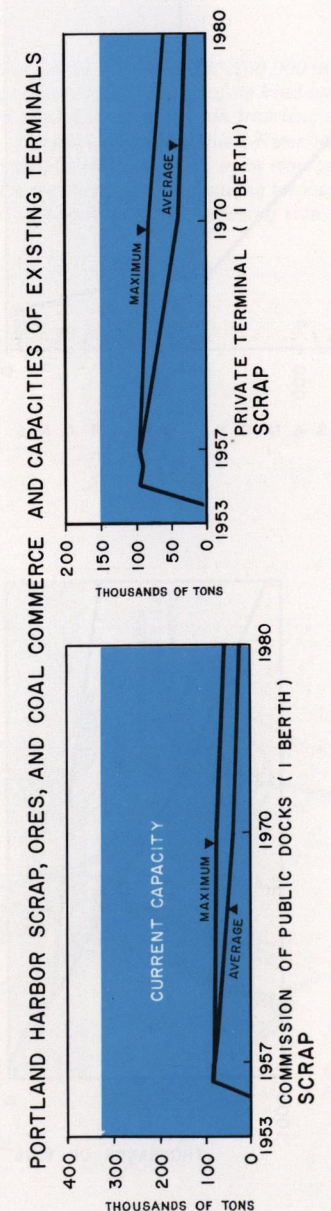
Commercial berths in Portland Harbor include five grain berths, three dry bulk-cargo berths, and 17 berths for general cargo.

Of the grain berths, one serves the Commission's grain elevator, largest on the Pacific Coast and leased to a private grain company. The other four grain berths, with their respective elevators, are privately owned. The elevators have a combined storage capacity of about 11.5 million bushels. In 1957, the Harbor handled nearly 66.6 million bushels of grain.

The Commission of Public Docks owns and operates two bulk cargo berths, loading and discharge respectively, which are used for ores, coal, sulfur, scrap, etc. A single berth, used solely for shipments of scrap metals, is privately owned. These have a combined annual practical operating capacity for 330,000 tons of ore receipts or scrap shipments; 730,000 tons of coal, sulfur or coke shipments; and 150,000 tons of scrap shipments. The new bulk handling facility now under construction by the Commission of Public Docks at Terminal No. 4 will have an estimated practical operating capacity for receiving about 1,000,000 tons of ores annually.

The Commission of Public Docks owns 13 deep-draft general cargo berths, which are well maintained and have excellent highway access and rail service. The Commission's Pier B, Terminal No. 1, is deteriorating rapidly, and the present condemned areas will probably expand to embrace the entire facility and terminate its use by January 1, 1960. It must therefore be replaced forthwith. Eleven of the 13 deep-draft general cargo berths are operated by the Commission, and 2 are leased to a steamship company. Private operators own five deep-draft general cargo berths which are in fair to good condition and have fair to good highway access and rail service. One of these terminals is operated by an intercoastal steamship company and two are operated by private terminal operators. There are also two facilities operated by lumber companies and used only for their own cargo.

It is estimated that the 11 existing general cargo berths operated by the Commission of Public Docks could handle about 1,050,000 tons of general cargo per year under present operating conditions. In addition, the five privately operated berths have estimated practical operating capacities which vary from about 120,000 tons per year to about 150,000 tons per year per berth.

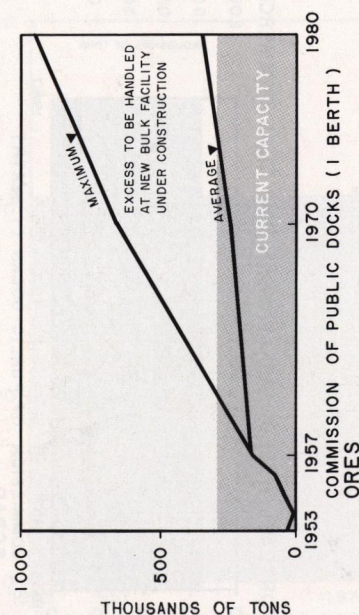
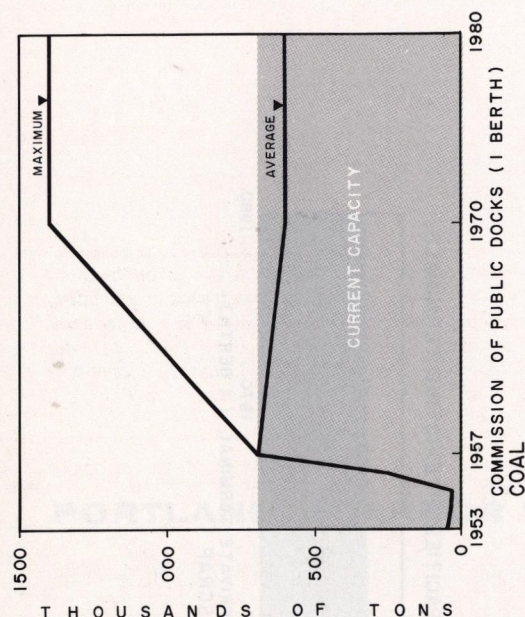


GROWING COMMERCE and Portland's Harbor facilities

Based upon expected increases, it is estimated that by 1980, the general cargo marine terminals in Portland Harbor will be called on to handle an average of about 1,735,000 tons of waterborne commerce. Because of the normal fluctuation of general cargo movements, these terminals might be required to handle as much as 1,870,000 tons in a single year by 1980. For general cargo, the capacity of each terminal at Portland Harbor must be compared individually with the commerce anticipated at each terminal. The commerce anticipated at the existing terminals used for lumber shipments (2 berths) and those used only for Hawaiian trade (2 berths) is less than their capacity but because of the private nature of operations at these terminals, their excess capacity can not practically be considered available to other users.

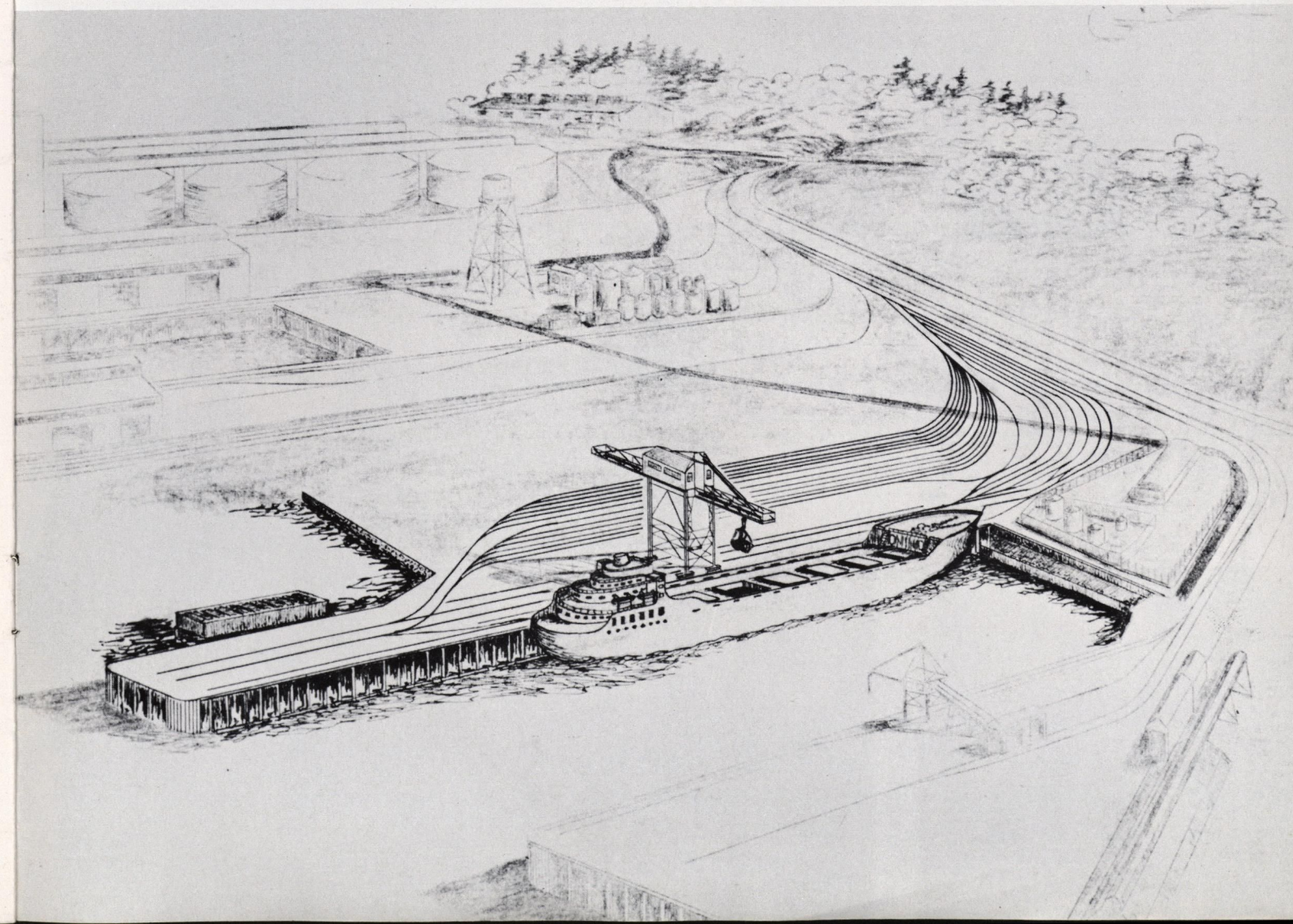
The capacity of the privately owned commercial general cargo terminals will be fully utilized by 1980 and the additional commerce prospective to these berths will be added to that commerce to be handled at the facilities of the Commission of Public Docks. (It is assumed these private terminals will continue in operation in their present status). The 11 existing general cargo berths of the Portland Public Docks, with the additional 2 berths that will result from the imperative reconstruction of Pier B, Terminal No. 1, will provide adequate general cargo facilities until the year 1980.

It is estimated that by 1980 the commercial bulk cargo facilities in Portland Harbor will be called upon to handle about 2,340,000 tons of waterborne commerce under average conditions and as much as 5,150,000 tons annually under extraordinary conditions such as occurred in 1957. Additional facilities will be required for export shipment of coal and other dry bulks. At present a single facility is depended upon for the discharge of imports of ores, ore concentrates and other dry bulk and for loading export scrap. The new bulk discharging plant now under construction is needed for current and anticipated bulk cargo imports. The present facility will be freed for export scrap loading, etc. and should be adequate for the purpose. The existing molasses facilities are adequate for anticipated volumes. Existing grain facilities possess surplus capacity, but the competitive and other conditions peculiar to the grain trade place grain elevator facilities in another category.



The ability of the existing commercial marine terminal facilities at Portland Harbor to accommodate not only the present waterborne commerce volumes, but also the anticipated traffic over the next 20 years, is the direct result of the well-planned Harbor Modernization and Expansion Program of the Commission of Public Docks. The aggressiveness and intensity with which these physical improvements were accomplished by the Commission is now being directed toward the improvement and expansion of steamship services and other matters related to the promotion of foreign and domestic trade. These efforts should in the future provide substantially increased commerce for Portland Harbor, and achieve for Portland a dominant position among Pacific Coast seaports.

The Commission of Public Docks is investing \$3,700,000 in construction of the only bulk cargo discharging facility of its kind on the U. S. Pacific Coast. A 900-ton per hour capacity bulk traveling unloading tower will operate on the 1140 feet of deepwater pier. River barge basin, extensive rail holding tracks, truck access, and open storage area are projected. This pier will serve the rapidly-increasing tonnages of ores and ore concentrates and other inbound bulks moving into Portland.



3070 N. W. FRONT AVENUE
PORTLAND 10, OREGON

Summary Report by Tippetts-Abbett-McCarthy-Stratton
prepared for The Commission of Public Docks, Portland, Oregon