

Ann-Marie Lundberg
Consultant
Port of Morrow
Testimony to
House Committee on Transportation and Economic Development
May 27, 2015

Chairperson McKeown and members of the Committee, thank you for the opportunity to participate in this discussion on challenges and opportunities for Oregon ports. My name is Ann-Marie Lundberg and I am here representing Gary Neal and the Port of Morrow.

Our port is the largest upriver port in terms of volumes handled and the amount of developed and developable industrial lands. The Port owns more than 12,000 acres of which 2,500 acres are zoned for industrial development. Our business portfolio includes; food processing industries, grain exports, various biofuel manufacturers, power generation and most recently data farms.

An economic impact analysis commissioned by the Port and completed in June 2013 states that Port-related businesses accounted for more than \$1.6 billion in annual economic output in 2011, up from about \$850 million in 2006.¹ The growth continues: ConAgra Lamb Weston has recently completed a \$300 million expansion of their food processing facility. The Port is always active in fielding inquiries and proposing new development opportunities. We are recognized as *the* economic driver in this region.

OPPORTUNITIES

Food Processing

We currently have multiple food and agricultural products processing facilities located in and around the Port complex. We face intense competition from the Columbia Basin region of Washington State. We see opportunities with additional refrigerated and frozen storage and transloading capacity.

Energy

We have a cluster of bio fuel companies on our Port property and we have periodically handled wind energy components. The Port provides piped steam (energy recovery system) from co-gen power production facility. Of course, we have also worked to develop a coal transloading facility. We continue to see opportunities for energy related facilities

International Exports

Several of our tenants sell in international markets and we strive to provide cost effective and efficient transportation connections to markets primarily in Asia.

CHALLENGES

Preserving Port Capacity

In Feb 2012, Coyote Island Terminal LLC submitted an application for a removal-fill permit needed to construct a barge dock at the Port of Morrow. The dock would be used to load coal to barges. Two and half years later, on Aug 18, 2014, after eight deadline extensions, DSL denied the permit. The Port of Morrow is

¹ Port of Morrow, Oregon, Economic Impact Analysis June 11, 2013



RICK SCOTT
GOVERNOR

March 12, 2015

Dear Shipping Industry Professional:

Florida is on a mission to be the number one destination in the world for jobs. Over the last four years, Florida's private-sector businesses have created over 728,000 jobs, we have cut taxes over forty times, and we've eliminated over 3,200 regulations. In order to continue our incredible growth and move Florida's economy into the future, we have made strategic investments in our seaports and transportation infrastructure. Florida has already provided over \$850 million in state funding directly to seaports over the last four years, and we will keep funding our ports throughout the next four years.

According to media reports, a nine-month long labor dispute that ended in late February involving ports along the west coast of the United States has caused major delays and uncertainties in unloading ships and delivering goods which could affect normal operations for up to six months. These delays have presented challenges to many shippers whose businesses rely on the ability to efficiently move goods across the nation and many have indicated that they plan to divert cargo from the west coast. Florida ports are undoubtedly a solution to this problem.

Our investment in port infrastructure means Florida's ports are ready and have the capacity to immediately handle increased cargo that could come to Florida as a result of port congestion on the other side of the country. Florida's ports handle over 3.1 million 20-foot equivalent units of containerized cargo annually and have existing capacity to handle much more. In addition, numerous projects are underway to significantly increase container handling capabilities at many of our Florida ports. This year, we made record investments in our transportation system and are proposing to invest \$9.9 billion in transportation funding this year. Florida has the infrastructure to move your goods across the nation once they reach our ports.