



The Port of Olympia has moved a wide variety of cargoes into and out of its 66-acre marine terminal since 1922. As a niche and bulk port, the Port of Olympia is typically called upon to load, unload and process unique or irregularly shaped cargoes rather than traditional container ports. The Port's strategic assets include three modern deep-water berths, break bulk yard, 76,000-sf covered warehouse for year-round storage, 140 MT mobile harbor crane, on-dock loop-track rail and one of the most respected longshore unions on the west coast in the form of ILWU Local 47.

The Port proactively seeks-out new shipments through its network of industry colleagues, and does not discriminate against cargoes meeting the criteria. Market conditions are a significant factor in determining which cargoes move through the Port of Olympia, and

business development initiatives continue to attract the best opportunities. The Port is legally required to accept all cargoes deemed safe and legal, and for which it has or can provide the appropriate equipment and capacity to process. Although this helps to ensure a diverse flow of products to support local jobs and revenue, it can sometimes lead to concern or controversy.

The following provides a snapshot of recent Port imports and exports. Descriptions are intended to provide an overview for general interest purposes. Further information can be obtained by contacting **Port Business Development Coordinator Kim Kawada at 360.528.8033 or kimk@portolympia.com**.



IMPORT GOLD ORE

Origin: EUROPE
Destination: WA
Shipment Unload: 6 DAYS (12 SHIFTS - DAY/NIGHT)
Longshore Jobs per Ship: 472*
Port Equipment Utilized: SWEEPERS, TOP PICK, FORKLIFTS, TRUCK SCALES
Shipped via: TRUCK TO DESTINATION

Synopsis: The Port of Olympia was selected as an off-loading destination for gold ore from Europe based on the availability of requisite equipment, prior experience handling similar cargoes and the excellent reputation of the Local 47 Longshore union. The Port's specific role in the logistics chain is to ensure safe and efficient transfer of cargo from ship to truck with minimal time for storage. The raw ore was then delivered to a refinery where it is processed. Concerns of this cargo are the harvesting and refining processes, which may rely on the use of chemical-based leaching. New refining technologies are expected to mitigate future impacts. Benefits of this cargo include the value of refined gold (\$1,500 per Troy ounce), which generates enough return on investment to support hundreds of jobs.

“ A successful working waterfront adds to the fabric of the community by having international trade and international exposure. ”

Robert Rose, Business Agent ILWU Local 47



IMPORT WINDMILL BLADES

Origin: BRAZIL
Destination: WA, OR, MT, WY, TX, SOUTHERN CANADA
Shipment Unload: 2 DAYS (4 SHIFTS - DAY/NIGHT)
Longshore Jobs per Ship: 284*
Port Equipment Utilized: TOP PICK, FORKLIFTS, MOBILE HARBOR CRANE
Shipped via: TRUCK TO DESTINATION

Synopsis: The Port processed six windmill blade shipments between 2006-2009, catalyzed in large part by federal green energy tax credits. Among the reasons, the Port of Olympia was selected for staging due to available equipment (crane and top-pick machine), and its ability to provide long-term storage and easy access to I-5 for trucking. The most recent shipment of windmill blades delivered by the MV Industrial Cape in 2009 consisted of 108 blades, or 36 windmills, destined for Vantage, Washington and Montana. The 36 GE windmills are estimated to provide enough clean energy to serve 15,000 homes. Although the Port would like to attract more wind business, shipments have slowed due to challenging economic conditions and changes in tax incentives as well as increased size of cargo. Concerns of this cargo include noise and negative impacts with respect to aesthetics, birds and bats. Benefits of this cargo include the creation of green-energy jobs, reductions in carbon emissions and private investment and tax proceeds, typically in rural, low-income communities. Land leases to regional farmers also help subsidize variable farming incomes.

*1 Job is equal to an 8-hour longshore day. The total job count provided describes all the longshore jobs attributed for one ship carrying the specific referenced cargo. These jobs consist of longshore working on the ship during loading or discharge, longshore working on the dock alongside the ship during loading or discharge, and the longshore jobs attributed to receiving or shipping that cargo (loading/offloading rail cars, loading/offloading trucks).



IMPORT CERAMIC PROPPANT

Origin: CHINA

Destination: NORTH DAKOTA, WYOMING
Shipment Unload: 2 DAYS (4 SHIFTS - DAY/NIGHT)

Longshore Jobs per Ship: 326*

Port Equipment Utilized: CONVEYOR HOPPER AND BELT, RAIL CAR PUSHER, FORKLIFTS, YARD TRACTORS, MANLIFTS, WAREHOUSE

Shipped via: RAIL TO DESTINATION

Synopsis: Ceramic proppants are individual grains of sand coated with highly-durable ceramic. They are most typically used for and associated with hydraulic fracturing, or “fracking.” This process involves the injection of ceramic proppants, mixed with water, underground to “prop” fractures into solid rock where petroleum (liquid or gas) is trapped and currently inaccessible via other techniques. Fracking is one of multiple cargo accessing tools that suppliers have been pursuing to help achieve US energy independence goals. Similar to windmill blades, demand for oil, and thus demand for ceramic proppants, varies depending on market conditions. Fracking concerns include the process may negatively impact drinking water supplies, destabilize subsurface support structures and contribute to climate change, while benefits include its role in reducing US dependence on external energy suppliers from politically-challenged nations as well as energy sector job creation. Because fracking sand comes via breakbulk delivery, the Port is also able to receive and process other joint cargoes including steel pipe and coils.



IMPORT ORGANIC GRAIN

Origin: TURKEY

Destination: CALIFORNIA, OREGON, WASHINGTON, SOUTHERN BC

Shipment Unload: 5 DAYS (10 SHIFTS - DAY/NIGHT)

Longshore Jobs per Ship: 264*

Port Equipment Utilized: MOBILE HARBOR CRANE, CONVEYOR HOPPER AND BELT, RAIL CAR PUSHER, FRONT END LOADERS, MANLIFTS, SWEEPERS, WAREHOUSE, TRUCK SCALES

Shipped via: TRUCK AND RAIL TO DESTINATION

Synopsis: Organic grains are currently being imported into the US to supplement domestic supplies and meet demand for high-caliber cattle feed used in organic milk production. The Port of Olympia attracted shipments due to a high level of customer service, requisite on-site dock warehouse and ideal proximity to multiple customers. In 2016, the Port moved approximately 25,000 metric tons out and 33,000 metric tons in of organic grain through the marine terminal. Concerns include an increase in dust which occurs when the grain is moved. Benefits include the grain’s role in establishing and growing a viable organic foods market.

“ Importing organic grain is a great example of globalization and how our Port plays a role in the bigger picture of connecting Thurston County to the world. ”

Len Faucher, Marine Terminal Director

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IMPORT AUTOMOBILES

Origin: U.S. MANUFACTURING PLANTS / ASIA
Shipment Unload: 2 DAYS (4 SHIFTS - DAY/NIGHT)
Longshore Jobs per Ship: 100*
Port Equipment Utilized: ADJACENT PROPERTIES
Shipped via: TRUCK FROM OLYMPIA

Synopsis: The Port received shipments of autos in the past prior to current leases in place on the Marine Terminal. When the auto market peaks and supply is high, space at ports for auto storage becomes a premium. Though limited in its physical size, the Port of Olympia can find sufficient acreage to store autos for import based on market demand. Based on current land use at the Marine Terminal, additional port acreage on the peninsula will need to be used for this cargo to make sense. Cargo concerns include the perception automobiles are an extension to fossil fuel usage and their emissions impacting climate change. Benefits include the potential for regular business activities if the land shortage can be resolved.



IMPORT/EXPORT MISC. HEAVY-LIFT CARGO

Origin: PRIMARILY ASIA AT PRESENT
Destination: VARIOUS
Shipment Unload: VARIOUS
Longshore Jobs per Ship: 62*
Port Equipment Utilized: TOP PICK, FORKLIFTS, TRUCK SCALES, FRONT END LOADERS
Shipped via: TRUCK AND/OR RAIL TO DESTINATION

Synopsis: The Port of Olympia has moved various other heavy lift cargoes including steel, pipe and coil. These cargoes generally support larger infrastructure projects in various locations across the United States and Canada. The Port is actively marketing its services to vendors delivering pipe and steel for bridge and other infrastructure projects in the U.S. and Canada. Cargo benefits include the advances in infrastructure support needed to maintain a vibrant economy. No formal concerns have arisen to date, although the Port would anticipate concerns for any shipping of materials projected for use in petroleum-related projects.

Our 66-Acre terminal is situated on Budd Inlet at the head of Puget Sound. We are centrally located to serve Puget Sound and Columbia River Basin, providing ready access to local, regional and international markets.

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IMPORT/EXPORT MILITARY

Origin/Destination: SUPPORTING JBLM
Shipment Unload: 2-5 DAYS DEPENDING ON VOLUME (4-10 SHIFTS - DAY/NIGHT)
Longshore Jobs per Ship: 535*
Port Equipment Utilized: MOBILE HARBOR CRANE, FRONT END LOADERS, TOP PICK, FORKLIFTS, YARD TRACTORS AND CHASSIS, RAIL CAR PUSHER, WAREHOUSE, TRUCK SCALES
Shipped via: TRUCK AND RAIL TO AND FROM THE PORT

Synopsis: The Port of Olympia serves as a secondary port supporting logistics transportation of military equipment due to its proximity to JBLM and efficiencies of the local longshore labor. The Port's role is to ensure safe and secure offloading and loading of various types of military cargoes by liaising with military logistics leadership. The Port regularly handled military cargo between 2004 through 2008, including humanitarian missions. Cargo concerns include ideological differences and concerns related to military action. Benefits include support for troops in a military-friendly community, as well as the significant economic impact associated with each shipment.

“ Today’s global market requires flexibility, and having the right equipment to handle a variety of cargoes is essential. ”

Bob Luxa, General Manager Stevedoring Services of America

EXPORT LIVESTOCK

Origin: USA
Destination: VIETNAM
Shipment Load: LOAD: 2 DAYS (2 SHIFTS - DAY)
Longshore Jobs per Ship: 64*
Port Equipment Utilized: MOBILE HARBOR CRANE, FORKLIFTS, CATTLE RAMP, RAIL CAR PUSHER, WAREHOUSE
Shipped via: TRUCK TO PORT OF OLYMPIA

Synopsis: The Port loaded its first shipment of cattle bound for Vietnam (1,427 head) in 2015 and two slightly larger shipments (2,161 in April and 1,634 in June) in the second quarter of 2017. The heifers have been purchased by corporations supporting the Vietnamese goal of providing one glass of milk per child, per day. The Port was selected for the inaugural west coast shipment due to the reputation of Olympia's local longshore union, staff's positive relationship with other maritime stakeholders, and prior experience handling equally unique and challenging cargoes. Loading the cattle involves many steps, including veterinary inspections and a quarantine period. The entire process is overseen by the US Department of Agriculture to ensure standards are met. These additional safeguards ensure humane and effective transport from a local farm, and during the overseas journey. Significant safety precautions are taken to prevent manure or other debris from entering local waters. Concerns include that such a long journey could cause physical and mental fatigue for the animals. Benefits include the local business support as well as the positive impact created in Vietnam.

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EXPORT LOGS

Origin: USA

Destination: JAPAN, CHINA, SOUTH KOREA

Shipment Load: 5 DAYS (5 SHIFTS - DAY)

Longshore Jobs per Ship: 171*

Port Equipment Utilized: FRONT END LOADERS W/LOGGER APPLICATION, TRUCK SCALES

Shipped via: TRUCK TO PORT OF OLYMPIA

Synopsis: The Port of Olympia provides an ideal location for the shipping of logs due to its proximity to multiple tree farms and breakbulk storage layout. The Port operates two long-term

leases with Weyerhaeuser and Pacific Lumber and Shipping, employing 25 Weyerhaeuser and 5 Pacific Lumber and Shipping employees, plus

several log truck drivers, daily. In 2016, the Port moved 140 million board feet of logs through the terminal.

In recent years, most logs have been exported to Japan, China and South Korea. All logs shipped from the Port of Olympia are harvested within a 50-mile radius of the log yard, and many come from small timber tract owners throughout the rural Pacific Mountain region.

Concerns include the amount of storage space required, dust, noise, truck traffic and tree-harvesting in general as concerns. Benefits include the renewable nature of

the forest products industry. In Washington, 3 trees are planted for every 1 harvested, which helps to ensure the continuation of sustainable working forests on private timberlands. In addition, the log export business is an important economic driver for the state and the region due to the fact it supports hundreds of jobs, as well as providing contributions in state and local taxes. The operators have worked with the Port to address the concerns through the installation of a new stormwater treatment facility, dust suppression strategies and

production of outdoor landscaping “beauty bark” from log debris.

The Pacific Northwest has an active log and lumber market. Lumber exports are often

loaded into containers to take advantage of utilizing one carrier to spread out the cost gained through economies of scale. Although the Port of Olympia can load lumber filled containers, this business typically heads to other ports focussed on containers. Furthermore, sawmills of the Far East have invested significantly into their own production plants often built with specific measurements that are a bit off from the U.S. plants. As such, log demand as a raw material continues to be an active market for tenants at the Port of Olympia.

It takes roughly 1,200 truckloads of logs to fill one vessel.

OLYMPIA LOG EXPORTS — HOW THEY’RE USED

Japan

- Post and beam housing construction

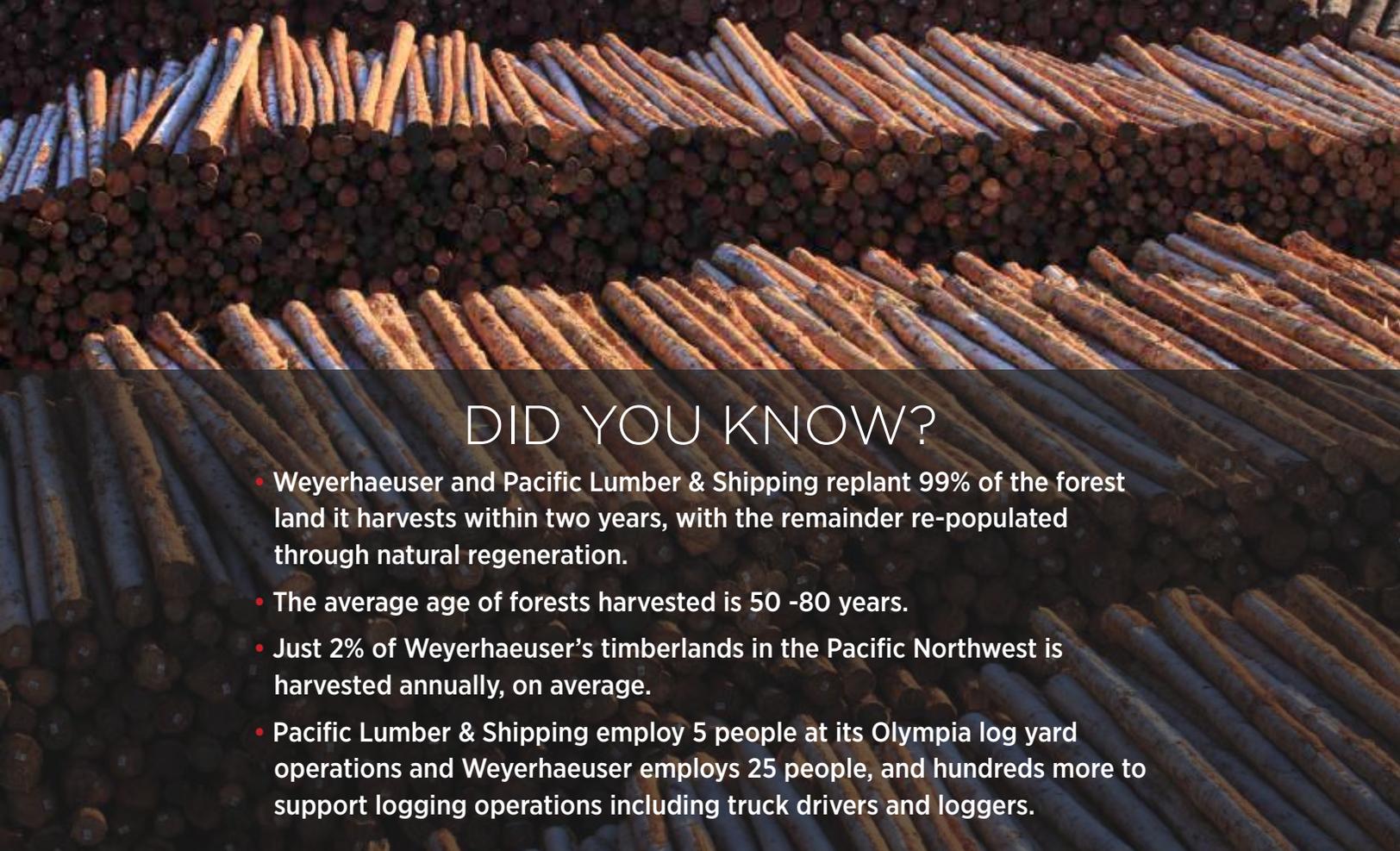
China

- Concrete forms for high-rise housing

Korea

- Housing
- Treated outdoor use
- Post and beam construction
- Temple construction
- Packaging and pallet containers

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DID YOU KNOW?

- Weyerhaeuser and Pacific Lumber & Shipping replant 99% of the forest land it harvests within two years, with the remainder re-populated through natural regeneration.
- The average age of forests harvested is 50 -80 years.
- Just 2% of Weyerhaeuser's timberlands in the Pacific Northwest is harvested annually, on average.
- Pacific Lumber & Shipping employ 5 people at its Olympia log yard operations and Weyerhaeuser employs 25 people, and hundreds more to support logging operations including truck drivers and loggers.





PUBLIC TOURS

**EDUCATIONAL.
FUN. FREE.**

FREE TOURS of the Working Waterfront Connect you to Port history and its role in the global community.
STAND ON THE DOCK where vessels, trucks and trains move cargo.
GET UP CLOSE to equipment that is impressive by size alone.
SEE WHAT'S INSIDE the on-dock warehouse with its solar-paneled roof.



SIGN UP FOR A TOUR ONLINE AT PORTOLYMPIA.COM
Private tours available upon request for groups of 10 or more.

CONTACT TOURS@PORTOLYMPIA.COM OR **360.528.8013**

Creating **ECONOMIC OPPORTUNITIES** by connecting Thurston County to the world by **AIR, LAND, and SEA**
Prepared by the Port of Olympia Citizen's Advisory Committee



606 Columbia St NW Ste 300
Olympia, WA 98501

Tel **360.528.8000**
Fax **360.528.8090**

inquiries@portolympia.com
PORTOLYMPIA.COM