



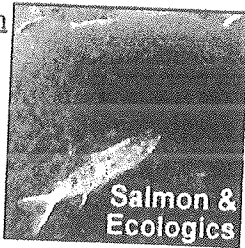
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Oregon OKs Dumping of Contaminated Spoils on West Hayden Island

by Scott Learn

The Oregonian, September 30, 2010

West Hayden Island's industrial prospects are far from certain, but they're firm enough to allow the Port of Portland to accept new contaminated dredge spoils on the undeveloped island for industrial fill, Oregon's Department of Environmental Quality has decided.

That decision, which could draw a lawsuit from the Audubon Society of Portland, allows the Army Corps of Engineers to dredge 75,000 cubic yards of sediment from the Willamette River's Post Office Bar and pump it onto the Port-owned island, whose northern flank has long been a dumping site.

The spoils contain low levels of PCBs, metals and DDT, the now-banned pesticide. Audubon, Willamette Riverkeeper and island activists want the island reserved as wildlife habitat and say dumping contaminated spoils is inappropriate.

DEQ's decision hinged on whether the dumping is a "beneficial use" of the spoils, in this case as fill for future industrial development. State regulations require a beneficial use finding for on-land dumping. The spoils are too contaminated for in-water dumping.

Portland's City Council hasn't decided whether to allow industrial use on West Hayden Island. In July, the council told staff to begin planning for marine terminals on 300 acres of the 800-acre island, including the dredge spoil site. But the council won't make a final decision until late next year and didn't rule out a nature reserve.

Wendy Wiles, DEQ's land quality administrator, said she concluded that prospects for industrial use are "reasonably likely" and dumping is justified. The Port, which told DEQ it planned to use the space for industry, may have to relocate the fill or cap it if the council opts against industrial development, she said.

The Metro regional government's plans include the Columbia River island as future industrial land.

In a Sept. 17 letter to the Port, Mayor Sam Adams called the timing of the permit application "unfortunate" and reiterated that "all options" are on the table. But the mayor didn't reject industrial development, Wiles noted. On Sept. 22, Portland planners told DEQ that the island's zoning allows dumping.

"There's nothing we've seen that suggests it's not going to be developed," she said.

Bob Sallinger, Audubon's conservation director, said the group is considering its legal options. DEQ's conclusion is "the height of speculation" amid the discussion of the island's future, he said. And the dumping risks contamination of the Columbia through flooding or leaching into groundwater.

The agencies "seem to be more concerned about getting along with each other than protecting the community," Sallinger said.

DEQ said the dumping would result in a "de minimus" increase in hazardous substances on the island. The Post Office Bar, about 2 miles up the Willamette in Portland Harbor, is a potential navigation hazard last dredged in 1989.

Sallinger said the project could begin next week. The Corps is seeking a dredging contractor, a spokeswoman said, and it's unclear if they'll meet the Oct. 31 deadline for in-water work this year.

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The Oregonian, September 30, 2010

See what you can learn

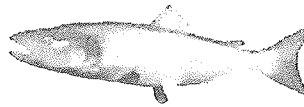
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Oil train terminal near Clatskanie hit with \$117,000 fine by Oregon DEQ

Oil trains

Oil trains are unloaded at the Columbia Pacific Bio-Refinery in Port Westward, an industrial park near Clatskanie. It briefly accepted grain to be converted to ethanol but now ships oil to West Coast refineries. *(Rob Davis/The Oregonian)*

Rob Davis | rdavis@oregonian.com By **Rob Davis** | rdavis@oregonian.com

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on March 27, 2014 at 5:46 PM, updated March 27, 2014 at 5:55 PM

Oregon's top environmental regulator proposed a \$117,292 fine Thursday for an oil train terminal near Clatskanie, **saying it committed a serious violation** of state law by moving far more crude oil than it was allowed.

The Oregon Department of Environmental Quality stopped short of requiring the operator, Massachusetts-based Global Partners LP, to halt oil trains through Portland and rural Columbia River communities until it has the right permit to run its facility.

Global Partners had faced a maximum \$25,000-per-day fine. The state's proposed penalty amounts to \$4,500 per week.

"They definitely have the resources to get the permit and should've done it on time," said Jenny Root, a DEQ environmental law specialist. "It's a larger penalty than what we normally do."

Global Partners has contested the violation at the terminal, called the Columbia Pacific Bio-Refinery, and said it plans to appeal.

"The operations at Columbia Pacific Bio-Refinery are in full compliance with state environmental regulations," said Ed Faneuil, Global's attorney. "We believe the DEQ's findings are not accurate."

The Columbia Pacific Bio-Refinery began operating [View full size](#)

as an ethanol fuel terminal, but went bankrupt in

2009. In June 2012, **the DEQ quickly approved**

a routine permit change that allowed it to annually move 50 million gallons of crude oil instead of ethanol from trains onto barges, saying the shift had an incidental effect on the site's air pollution.

The impact on nearby communities **was far from incidental**. It cleared the way for oil trains to move through Oregon without the public knowing they were coming. Without any debate, North Dakota crude oil began moving

through Scappoose, St. Helens and Rainier in late 2012.

It's the same type of oil involved in three high-profile explosions last year, including an accident that killed 47 people in Quebec. It sharply increased the amount of hazardous material moving through those rural communities and caught regulators flatfooted.

Though the state permitted the terminal to unload 50 million gallons annually, it moved 300 million gallons last year, far exceeding its permit. DEQ said the facility had committed the most serious violation of state environmental law by operating without the permit it needed.

Now, more than a year after oil trains began rolling to the terminal, the public will get a chance to weigh in, **with a public hearing scheduled April 3** in Clatskanie. It's unusual: The public can voice opinions about a project that already exists – not one that's proposed.

Brett VandenHuevel, executive director of Columbia Riverkeeper, said his environmental group would've mounted a significant campaign to alert the public and government officials about the oil terminal and its risks – if it had known about the project at the time.

"I find it deeply disturbing that DEQ knew about this, didn't take action sooner and didn't inform the public," VandenHuevel said. "To skirt that whole process is bad public policy and bad government."

The terminal is now seeking an air pollution permit that would allow it to move 1.8 billion gallons of oil annually, enough to bring in 50 trains per month. That's twice the number of trains it's allowed to handle today. It can accept 24 trains a month and increase to 38 monthly if improvements are made to tracks running through downtown Rainier.

-- Rob Davis

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Hanjin Shipping will keep calling on Portland, but feuding continues between longshore union, ICTSI

Hanjin.JPG

Trucks carrying Hanjin Shipping containers enter the Port of Portland's Terminal 6. Hanjin announced it will keep calling on Portland after all. *(Brent Wojahn/The Oregonian)*

Richard Read | rread@oregonian.com By **Richard Read** | rread@oregonian.com

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on March 10, 2014 at 2:00 PM, updated March 10, 2014 at 2:32 PM

Hanjin Shipping Co. vessels will continue calling on the **Port of Portland** despite the company's **dissatisfaction with delays and low productivity** at the container terminal.

The South Korean shipping line sent word to customers early Monday of its long-awaited decision. A memo issued by Hanjin and obtained by The Oregonian said the company would periodically evaluate the terminal, given increasing pressure due to "cost increases and inefficiencies."

"The Port of Portland's productivity has still not shown any sign of improvement for the past months," the memo said. "We are working closely with the terminal to solve the productivity issues in order to keep the service up and running."

But responses issued Monday by feuding parties at the terminal demonstrated continued discord. The longshore union criticized the Port for **subsidizing Hanjin** with tax revenues, and the union accused terminal operator **ICTSI Oregon Inc.**'s parent company of squeezing labor, government and shipping lines worldwide. The Port denied using tax money for incentives. And ICTSI Oregon said it hoped the longshore union would cooperate and boost productivity of its members.

Given the turmoil at **Terminal 6**, it's not clear why Hanjin managers decided to continue the service. Mike Radak, chief commercial officer and chief operating officer at Hanjin Shipping America in New Jersey, did not return phone calls for comment Monday morning.

But Sam Ruda, Port of Portland chief commercial officer welcomed Hanjin's decision, which he said would give some certainty to the shipping community.

"They're not saying everything is perfect at the terminal," Ruda said of Hanjin. "But they'll be reviewing the operations performance on a quarterly basis, and we'll go from there."

The decision, however conditional, comes as a relief to hundreds of shippers who depend on Hanjin and partner

carriers to get cargo to and from international markets in Asia. If Hanjin pulled out, shippers would have had to pay extra to transport containers to and from other ports such as Seattle, Tacoma and Oakland.

The weekly Hanjin service supports 657 direct jobs and \$33 million in wages each year, according to the Port of Portland. Hanjin is the largest container carrier serving the Port, representing almost 80 percent of throughput at the North Portland terminal, or about 1,600 containers a week.

Seoul-based Hanjin announced in October that it would pull out of Portland in January, ending two decades of service to Northwest importers and exporters. Managers of the ocean cargo carrier said labor disputes and increasing costs at the terminal made Portland too expensive.

Terminal operator ICTSI Oregon blamed the **International Longshore and Warehouse Union** at the time for intentionally slowing cargo handling. Union leaders denied staging slowdowns and blamed ICTSI for increasing fees charged to Hanjin.

Relations between ICTSI and the union deteriorated further since then. In December, **Gov. John Kitzhaber helped broker a deal** that resolved a dispute between the longshore union and the **International Brotherhood of Electrical Workers** over the equivalent of two jobs handling refrigerated containers, or reefers.

The longshore union got the reefer work, but productivity didn't significantly improve, and mile-long lines of trucks continued backing up on North Marine Drive. Longshore leaders again blamed ICTSI, saying the terminal operator didn't give workers enough equipment to move containers. Others blamed union members for sidelining machinery for unneeded repairs.

In February, **Kitzhaber intervened again**, asking the Port to commission an independent review of Terminal 6 operations to determine the reasons for the equipment shortages and delays. The Port plans to hire a consultant to perform the T-6 review, but **longshore union leaders say they won't participate** because they believe it will be biased toward interests of the Port and ICTSI.

On Monday, a Kitzhaber spokeswoman said the governor was pleased by Hanjin's decision. "He hopes that productivity at T-6 improves," Nkenge Harmon Johnson said, "to help Hanjin make its decision on a long-term, rather than quarterly basis."

Longshore union spokeswoman Jennifer Sargent said Hanjin's decision was not unexpected.

"The taxpayers of three Oregon counties have spent more than \$10 million in subsidies to entice Hanjin to stay in Portland despite ICTSI's monopolistic generated performance and worldwide business model of squeezing labor, government and carriers," Sargent said in an email.

Port of Portland spokesman Josh Thomas responded that Port incentives to Hanjin and other carriers come from

ICTSI's rent payments, not from taxpayers.

ICTSI Oregon issued a statement welcoming Hanjin's decision but calling on the longshore union to get its members to work faster.

"ICTSI Oregon Inc. stands ready to work cooperatively with all concerned, including the International Longshore and Warehouse Union, to improve operations at Terminal 6 and ensure that Hanjin will continue calling," the statement said. "We are hopeful that the ILWU will also cooperate and take steps to improve the productivity of its members and return it to where it was prior to June of 2012, when the labor dispute over the refrigerated containers arose."

-- Richard Read

For an earlier version of this story, with comments, please [go here](#).

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**PORTLAND CITY COUNCIL
COMMUNICATION REQUEST**
Wednesday Council Meeting 9:30 AM

Council Meeting Date: 4-2-14

Today's Date 2-12-14

AUDITOR 02/12/14 AM 10:06

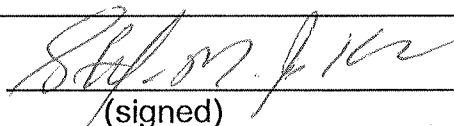
Name STEFAN KARCIC

Address 1503 N. HAYDEN ISLAND DRIVE #28

Telephone 503 961 4209 Email LIMEY STEFAN@HOTMAIL.COM

Reason for the request:

PROMOTE HAYDEN ISLAND AS A
DESTINATION NOT A DRIVE THRU.


(signed)

- Give your request to the Council Clerk's office by Thursday at 5:00 pm to sign up for the following Wednesday Meeting. Holiday deadline schedule is Wednesday at 5:00 pm. (See contact information below.)
- You will be placed on the Wednesday Agenda as a "Communication."
Communications are the first item on the Agenda and are taken promptly at 9:30 a.m. A total of five Communications may be scheduled. Individuals must schedule their own Communication.
- You will have 3 minutes to speak and may also submit written testimony before or at the meeting. Communications allow the Council to hear issues that interest our citizens, but do not allow an opportunity for dialogue.

Thank you for being an active participant in your City government.

Contact Information:

Karla Moore-Love, City Council Clerk
1221 SW 4th Ave, Room 140
Portland, OR 97204-1900
(503) 823-4086 Fax (503) 823-4571
email: Karla.Moore-Love@portlandoregon.gov

Sue Parsons, Council Clerk Assistant
1221 SW 4th Ave., Room 140
Portland, OR 97204-1900
(503) 823-4085 Fax (503) 823-4571
email: Susan.Parsons@portlandoregon.gov

Request of Stefan Karlic to address Council regarding promote Hayden Island as a destination not a drive thru (Communication)

APR 02 2014

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PLACED ON FILE

Filed MAR 28 2014

LaVonne Griffin-Valade
Auditor of the City of Portland

By 

COMMISSIONERS VOTED
AS FOLLOWS:

	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Novick		
Hales		