

# News and Information from **Oregon International Port of Coos Bay**

**For Immediate Release: December 21, 2011**

## **State awards Port of Coos Bay permit for multi-purpose vessel slip, access channel**

The Oregon Department of State Lands has approved a removal-fill permit for the development of an access channel and multi-purpose vessel slip on the North Spit of Coos Bay.

The Oregon International Port of Coos Bay submitted the permit application in January 2007. Today's culmination of that effort opens the way for development of modern marine cargo facilities, expansion of the southern Oregon coast maritime industry and increased use of the Coos Bay rail line. This permit approval further reinforces the viability of the Coos Bay's deep-water harbor for the enhancement of the economy and quality of life in the region.

"This is great news. With a nearly five-year cargo slip permitting hurdle completed, the Port of Coos Bay and the State of Oregon have gained a competitive advantage in attracting maritime commerce," said Port Commission President David Kronsteiner.

The Port and its public and private partners have worked since the early 1980s to develop transportation and utility infrastructure to support marine and marine industrial development on the North Spit. Investments have funded construction of the TransPacific Parkway, extension of utilities including natural gas, construction of the North Spit rail spur, and purchase and rehabilitation of the Coos Bay rail line.

The proposed multi-purpose cargo slip would accommodate the two berthing areas, one for the proposed Jordan Cove Energy Project liquefied natural gas terminal and a second for inbound and/or outbound bulk and/or breakbulk commodities. Jordan Cove continues to pursue permitting

for its LNG project, while the Port continues to have discussions with entities investigating marine industrial property opportunities.

“This permit gives the Port the ability to site multipurpose cargo terminals west of the railroad and highway bridges, positioning the Port to quickly accommodate larger vessels as the industry evolves. It also increases navigation safety and efficiency for those vessels,” Kronsteiner said.

Construction of the slip and channel access would occur over 18 months and create an estimated 75 construction and 195 indirect support jobs. Payroll over that time period would total an estimated \$26.2 million overall, bringing essential employment and added stability to Oregon’s construction industry.

Longer-term port vessel operation employment tied to ongoing traffic through the berths could total between 26-280 direct jobs and 60-173 indirect jobs, for an annual payroll ranging between \$4.7 million and \$26.7 million annually.

###

For additional media information, please contact:

Elise Hamner, Communications and Community Affairs Manager  
Oregon International Port of Coos Bay  
Phone 541.267.7678 / Email [ehamner@portofcoosbay.com](mailto:ehamner@portofcoosbay.com)



[www.portofcoosbay.com](http://www.portofcoosbay.com)



[www.coosbayrailand.com](http://www.coosbayrailand.com)