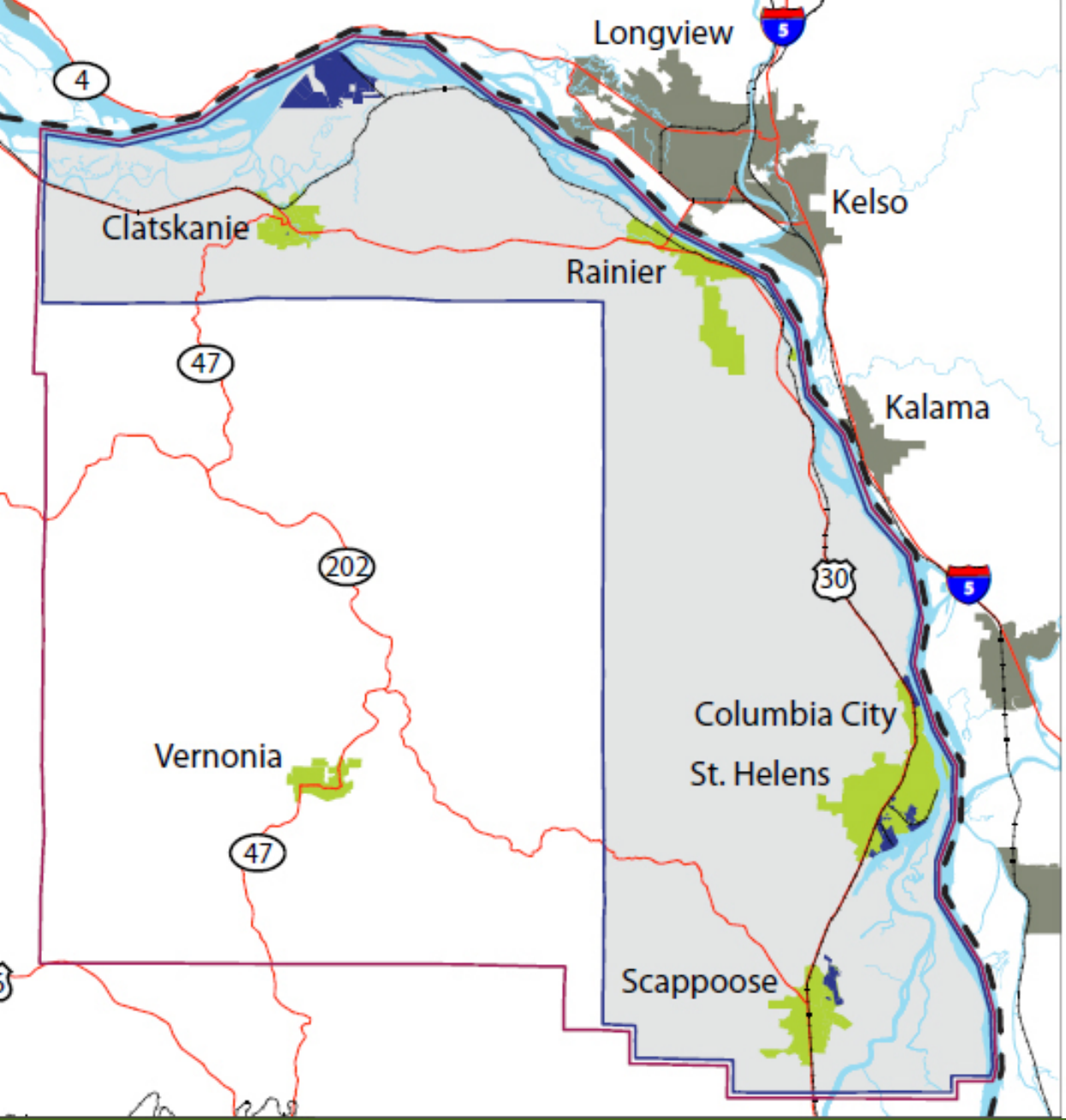
PORT OF
Columbia
County

COBALT

October 9, 2026



Port District

- Special district formed in 1940 to promote economic development
- District boundary spans 51 miles along the Columbia River
- Includes cities of Scappoose, St. Helens, Columbia City, Rainier, and Clatskanie
- Port owns 10 different property sites with 2,400 acres

PORT OF Columbia County

Guiding Principles

Fiscal Responsibility

Environmental Sustainability

Adaptability

Accountability

Integrity

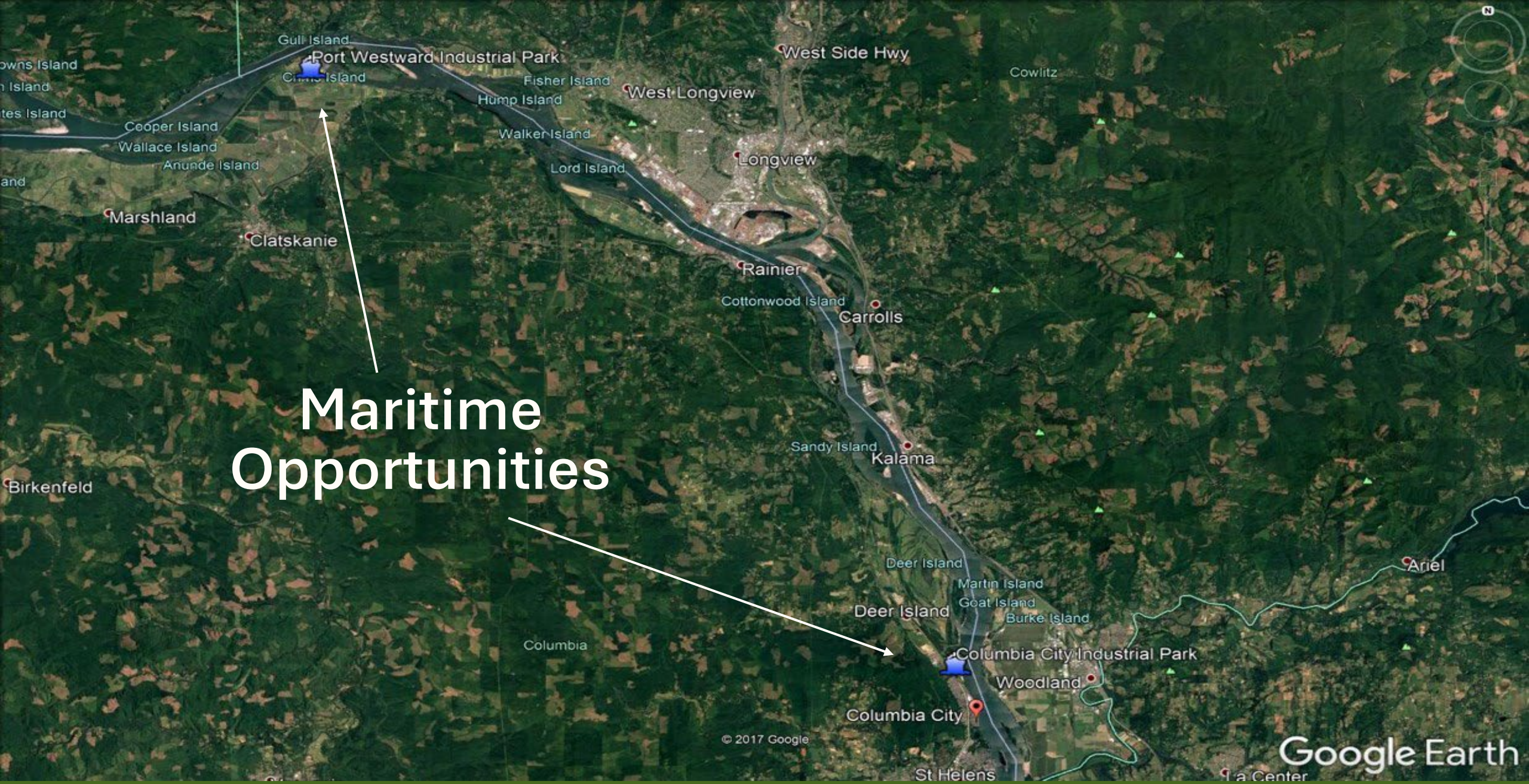
Opportunities for All

Mission Statement

Create a positive economic impact while maintaining livability and adapting to change.

Vision

A diverse regional economy with thriving local businesses, quality jobs, and opportunities for all.

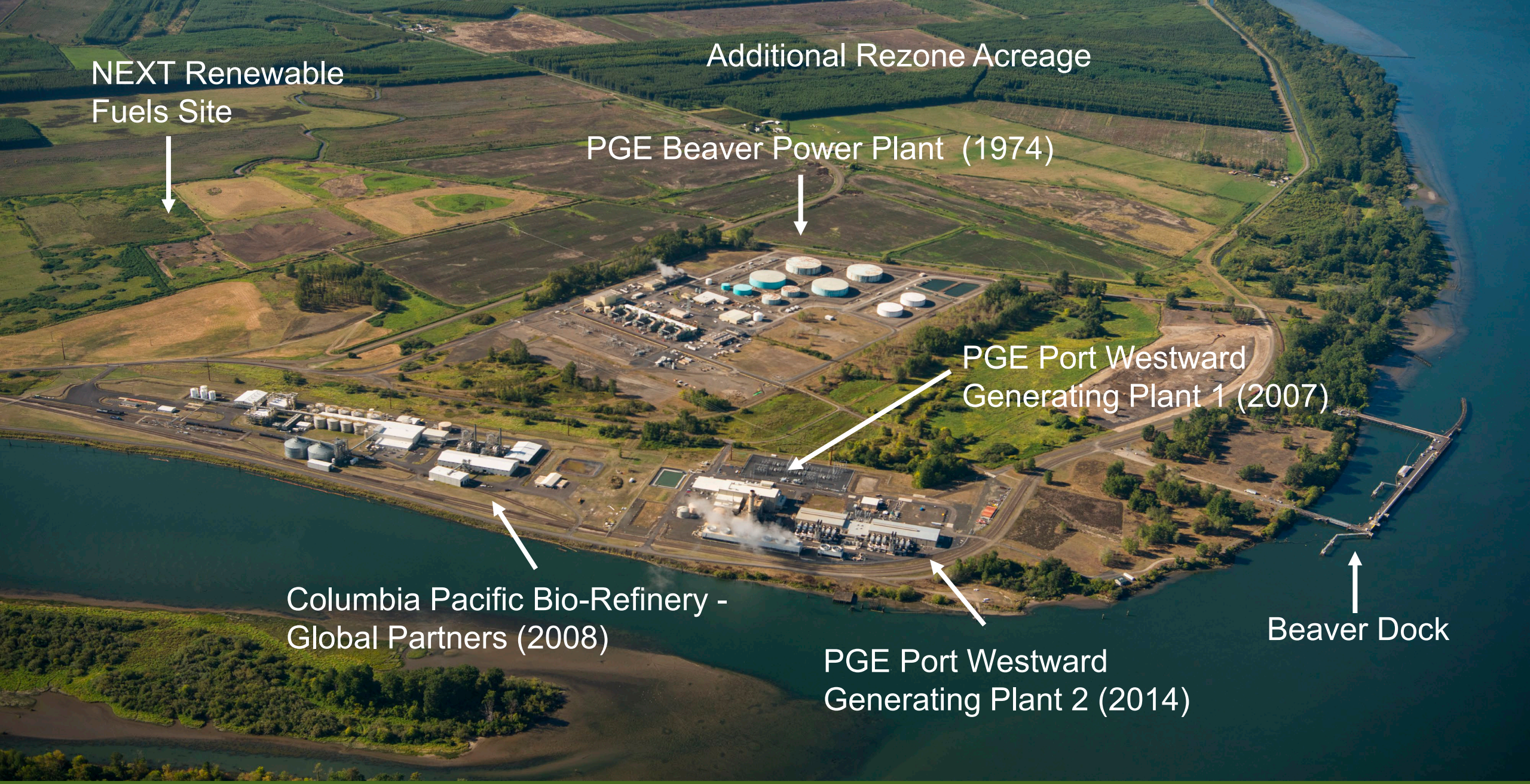

Maritime Opportunities
Gull Island
Port Westward Industrial Park
Fisher Island
Hump Island
West Longview
West Side Hwy
Cowlitz
Cooper Island
Wallace Island
Anunde Island
Walker Island
Lord Island
Longview
Marshland
Clatskanie
Rainier
Cottonwood Island
Carrolls
Sandy Island
Kalama
Birkenfeld
Deer Island
Martin Island
Goat Island
Burke Island
Ariel
Columbia
Columbia City Industrial Park
Woodland
Columbia City
© 2017 Google
Google Earth
St Helens

Columbia City

- Location of Port office
- Barge to rail opportunities
- Current tenants:
  - Lignetics (wood pellets)
  - Clearwater Paper Corporation (sawdust/bark chips)

Port Westward

- Located at River Mile 53
- Existing 1500' self-scouring dock with capacity for 43’ deep vessels
- Energy & liquid bulk focused site
- Rail access including unit train capacity


NEXT Renewable Fuels Site
Additional Rezone Acreage
PGE Beaver Power Plant (1974)
PGE Port Westward Generating Plant 1 (2007)
Columbia Pacific Bio-Refinery - Global Partners (2008)
PGE Port Westward Generating Plant 2 (2014)
Beaver Dock

Portland General Electric

- Three power plants
- Close to 1200 MW located at the site
- Gas fired plant with the Beaver Dock also allowing for diesel fuel
- PGE has not brought in diesel vessels for some time (however, they reserve the right to do so)

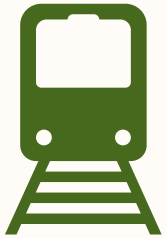
CPBR / Global Partners

- Transloading ethanol since 2026 (switch from renewable diesel)
- Permitted for ethanol manufacturing and crude oil /ethanol /renewable diesel terminal operations under separate permits
- Current physical infrastructure limits operations
- Insufficient tanks and pipelines present an “either/or” scenario

Current Infrastructure:

- Two ea. 100,000-barrel tanks
- One 8” pipeline from offloading to tanks
- One 14” pipeline from tanks to dock loading
- Twelve unloading stations

CPBR / Global Partners Operations



Renewable Diesel Transloading Operations 2021-2026:

- 125 Unit Trains of Renewable Diesel received
- 70 vessels of Renewable Diesel loaded and shipped
- Both berths 1 & 2 being utilized for ongoing operations
- RECENT SWITCH TO ETHANOL

Safety and Environmental:

- 4,732 days with no lost time injury
- 2,432 days with no recordable Injury
- 275 total number of inspections on site
- Currently at MARSEC Level 1

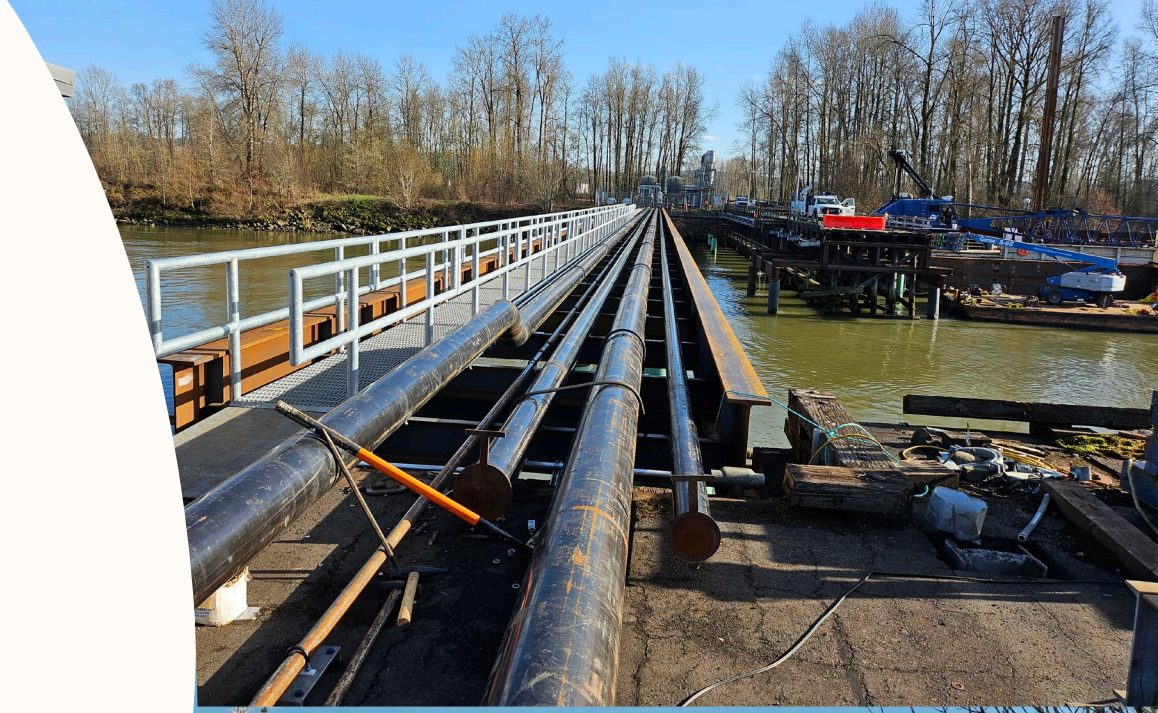
Beaver Dock Collision & Repair

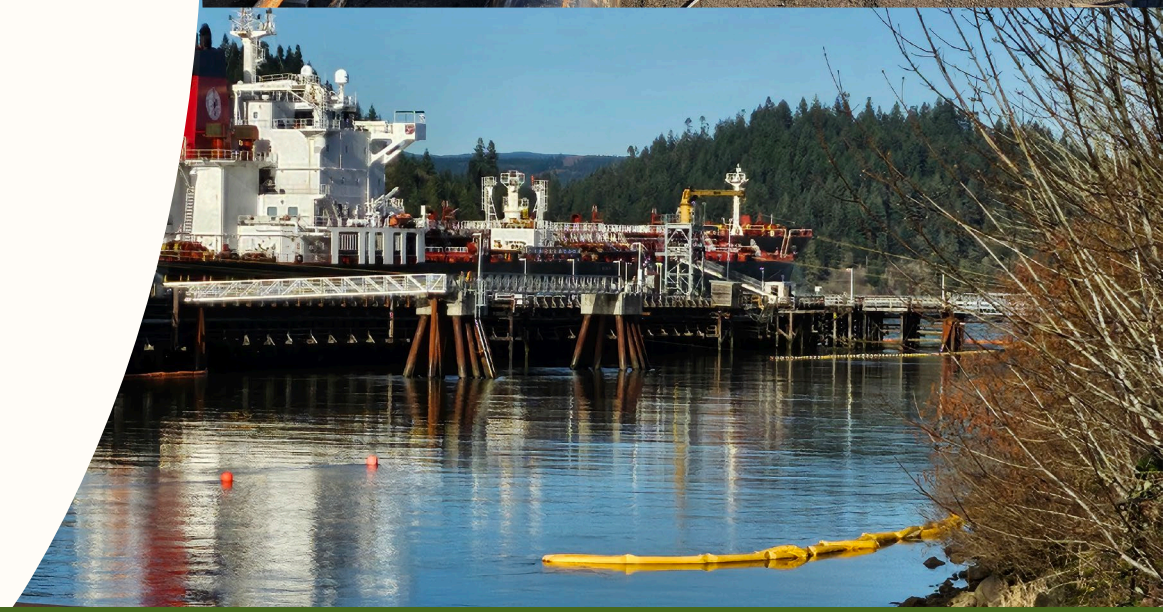
- In Nov. 2023, a loaded barge (unaffiliated with the Port) collided with the downstream approach to Beaver Dock
- There were no injuries, and the collision did not rupture the fuel pipeline
- Pipelines were severely damaged, leaving the dock without firewater protection and electricity, and our tenant unable to load ships

Beaver Dock Collision & Repair

- A new pipe connection has since been built and a product line, vapor recovery line, inert gas line, fire water line, water discharge line, and electrical conduit have all been reconstructed

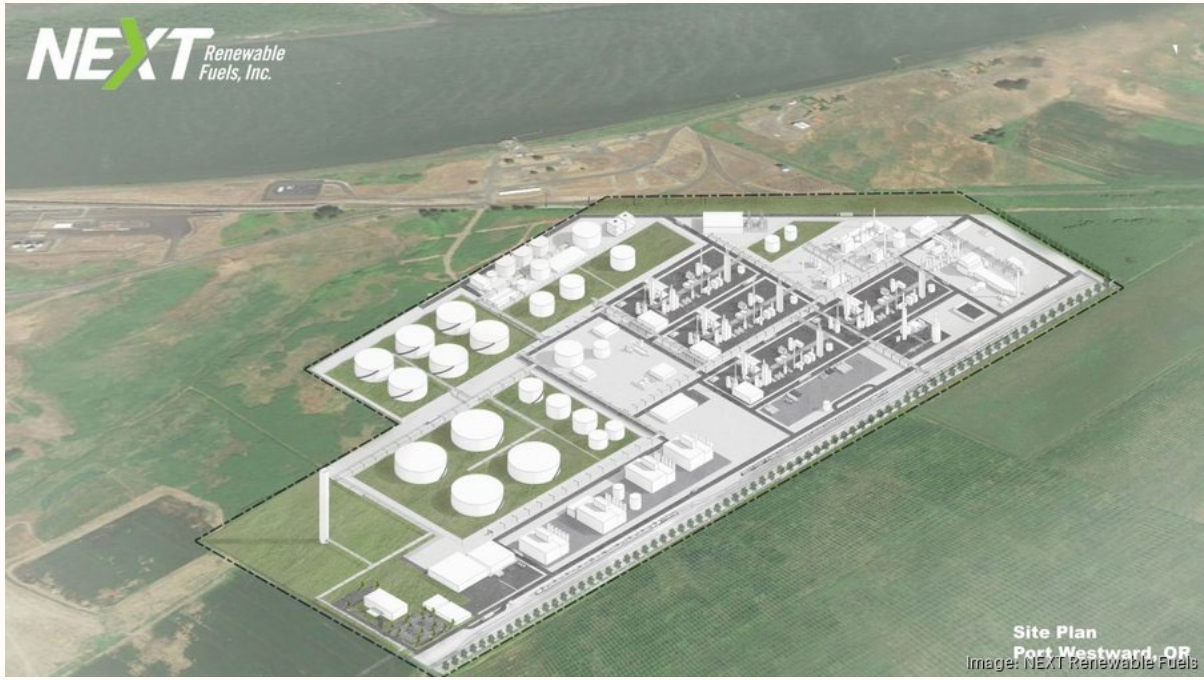
- Loading of renewable diesel resumed in April 2024





NEXT Renewable Fuels

- Developing a facility capable of producing more than 37,500 barrels a day of renewable diesel at initial start-up, growing to more than 50,000 barrels a day at full capacity.
- Both the recycled materials and the finished product will move in and out of the Port by ship.
- Located at Port Westward on 130 acres of Port property and private land.
- Currently waiting on federal permits.



NEXT Renewable Fuels

MARINE and WATER SAFETY

- NEXT feedstocks and renewable fuels will be transported on double-hulled chemical and petroleum product carriers, identical to many that currently safely transit the Columbia River.
- Any LPG products (if sold and not used in production as fuel) will be shipped on specially designed pressurized Gas Carriers.
- NEXT will consult with the U.S. Coast guard, as well as the Columbia River Bar Pilots and the Columbia River Pilots, on this Project to better understand the Project's implications to marine traffic and safety. The U.S. Coast guard will conduct a Waterway Suitability Assessment (WSA) for the Project that will assess safety and security considerations for the Port, the facility and the proposed ship routes in U.S. waters.
- All movement of feedstocks and renewable fuels over water will be done with multiple safety systems, procedures and specially trained personnel in place. The facility will be a member of the Columbia River Spill Prevention, Preparedness and Response Program with annual contributions to protect the Port Westward site and other sites on the river.
- Spill response equipment, including booms, absorbents and support vessels will be maintained on-site at all time.

Questions?

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