

# KNOW YOUR PORT:

## History of the Port of Port Angeles & Its Support of Timber

*The Port of Port Angeles was established by the State of Washington in 1923 as a public benefit for the citizens and businesses of Clallam County.*

Its mission is to support the local economy and to create jobs in industry through building critical infrastructure. This mission has been well served by the Port's location on a deep-water harbor, its strategic position on the Strait of Juan de Fuca, the industrial infrastructure to support marine and air transportation, and access to natural resources.

Since its inception, the Port of Port Angeles has played an integral role in building infrastructure to provide the opportunity for the timber industry to exist and create jobs. At one time, logs occupied about 500 acres of waterfront property, compared to 25 acres today. The Port constructed docks for loading forest products onto ships for transport to domestic and global markets. It established log handling facilities and provided log booming services on the waterfront to allow the transport of logs by water to mills in Puget Sound. Log exports have been a major revenue source to the Port for many decades.

Over the years, the Port has become a global hub for the movement of forest products from both local and non-local sources to domestic and international markets. Logs from Olympic Peninsula forests are shipped to mills in Puget Sound and west coast destinations by barge, as well as to markets around the Pacific Rim. Logs originating from Alaska and Canada reach American markets by traveling through the Port. The log yard is a major transportation link that serves many interests beyond the Olympic Peninsula, bring-



ing their business to our county. The Port of Port Angeles is one of the key centers of the global and domestic forest products markets. These are in constant flux due to currency fluctuations, trade policies, market supply and market demand.

Forest products industries experience dynamic cycles in tandem with the inevitable ups and downs of timber markets. When domestic housing starts diminish, or demand wanes in other parts of the world, the Port of Port Angeles is able to maintain a minimal level of operations at the log yard by shifting the staff's focus to maintenance until better industry economic conditions return (also inevitably). Maintaining log yard operations at the waterfront allows for barging of logs, rafting of logs and other water-dependent opportunities that can make the difference in extending forest product activity as a cycle ends or a new cycle starts.

There are many independent foresters, buyers, loggers, truckers and other small businesses that create a complex inter-dependent relationship within the forest products industry from growing trees to primary products to residual fiber. The log yard is a public good that supports business and community needs and is available to all businesses on an equal basis.