

Economics of the Willamette Falls Locks for Barging



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Agenda

- Overview of WCP Inc.
- Economic Value of Barging
- Current and Future Markets
- Question and Answer



WCP Inc Company
Private



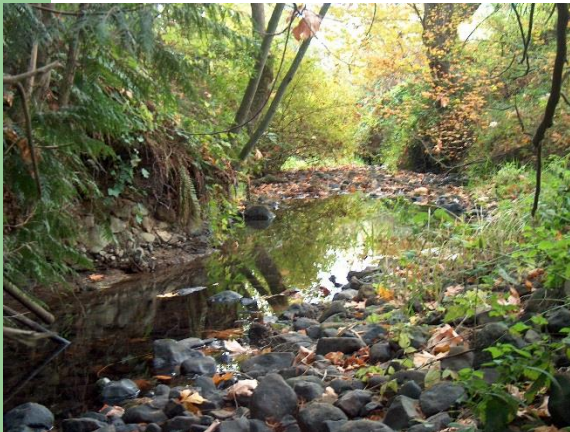
Company History

- Joe Bernert Towing, Inc.
 - Started towing logs in Willamette River in the 1880's (5 generations)
 - Family owned Always been Marine Based
 - Marine construction, Towing Logs, Dredging aggregate
- Wilsonville Concrete, LLC
 - Formed as subsidiary in 1962
 - Focused on Concrete Markets in the Portland Metro Area
- WCP LLC,
 - Established to Consolidate all Operating Companies 2005
 - Update Business Fundamentals
 - Focus on Investment, Growth and Employee's
- Acquired Commercial Redi Mix August in 2007
 - Salem Area Redi Mix Provider
 - Added Additional Mining Site in Salem Oregon
 - Added Mine site in Yamhill County
- Formed Marine Industrial Construction LLC 2009
 - Focus on Industrial Construction
 - Dredging and Marine Construction
- 2012 Added Marine Towing Contracts with CalPortland
- 2015 Added Tugboat and Assets to Companies





Three Pronged Business Model



Mining and River Base Solutions.

- Dredge Operations
- Grand Island Mining
- Barging Solutions
- Marine Construction
- Brown Island Mining



Concrete Operations

- 55 Years of Customer Service
- 4 Batch Plants
- 55 Redi Mix Trucks & Gravel Transport

Environmental Operations And Agriculture

- Wetland Restoration
- Riparian Restoration
- Wetland Banking
- Farming Operation



WCP Inc Company Private



Barging Cost Less

Barging cost less per ton on average 30% to 60% less than other modes of transport

Relative Energy Efficiencies (number of miles one ton can travel per gallon of fuel)		
BARGE	RAIL CAR	TRUCKTRAILER
514	202	59

Cargo Capacities Compared by Mode			
	BARGE	RAIL CAR	TRUCKTRAILER
Tons	1,500	100	25
Bushels	52,500	3,500	875
Gallons	453,600	30,240	7,560



Barging is Significantly Cleaner

Barging is the Green Option

Non-point secondary Road Pollution by 100%

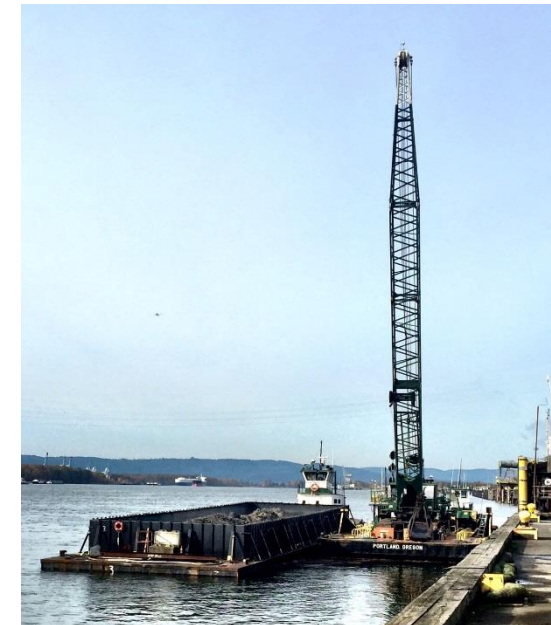
Nitrous Oxide Reduction up to 95%

Carbon Monoxide reduction by 90%

Hydro Carbon by 60% to 80%

Emissions Compared by Mode (in pounds per 1 ton of cargo moved 1000 miles)			
	BARGE	RAIL CAR	TRUCK TRAILER
Hydrocarbons	0.09	0.46	0.63
Carbon Monoxide	0.2	0.64	1.9
Nitrous Oxide	0.53	1.83	10.17

Relative Energy Efficiencies (number of miles one ton can travel per gallon of fuel)		
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Barging Deferred Capitol Costs for other Transportation Modalities.... Specifically Roads

- Takes trucks off freeway and local roads thus deferring infrastructure capital expansion requirements.
 - WCP uses 350,000 to 600,000 Tons of raw material annually from multi sources
 - WCP Annual Material Supply side is 1,620,000 Ton miles based on Current Production
 - Has been as high as 4,000,000 ton Miles a year
- Intermodal freight lower congestion in key transportation corridors.
 - City of Wilsonville Master Transportation Plan
 - Port of Portland Master Transportation Plan
 - City of Portland West Hayden island Economic Foundation Study
 - ODT Master Transportation Plan





Commercial Market Place in Upper Willamette River

Addressable Markets

- Gravel
- Wood Products
- Municipal Construction
- Home Owner Construction
- Paper Products Raw & Finish Materials
- Vessel maintenance Upstream Ferries

Future Markets

- Tourism and Cruise
- Agricultural Commodities Barging
- Paper Products
- Additional Wood Product
- Steel Scrap and finish material





Questions and Answers





BACKUP PICTURES























