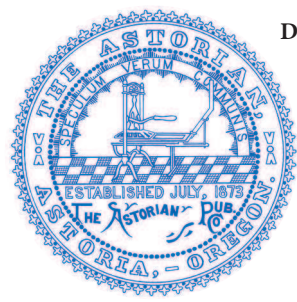


# THE DAILY ASTORIAN

Founded in 1873



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## OUR VIEW

# Port right to exit Tongue Point

Port of Astoria commissioners took the right steps with a “win-win” proposal to begin the process of walking away from an unprofitable lease at North Tongue Point.

Commissioners voted 3-0 with one abstention on Tuesday to send a letter asking the Washington Development Co. to terminate the Port’s remaining lease and allow Hyak Maritime, a tug- and barge-builder, to negotiate to buy the former World War II-era U.S. Navy base.

Terminating the lease would create a “win-win” scenario for the Port, Washington Development, Hyak and the community. If Washington Development accepts the proposal — and all indications are it will — the Port will be able to walk away from an unprofitable lease that runs into 2019 and is costing taxpayers an estimated \$250,000 a year with little hope of reversing that long-term trend. For its part, Washington Development will be able to sell a property it has wanted to divest. Hyak, meanwhile, will get land that over time will allow it to create a “full-service marine construction and repair facility that services the commercial fishing fleets and commercial tug and barge fleets,” according to Robert Down, its CEO and co-owner. The North Coast will benefit through family-wage jobs the deal would create and public land that would be returned to the tax rolls through additional development. It also benefits the region by attracting a company that can provide vital services for the maritime industry.

### Close relationship

At Tuesday’s meeting, Dorn shared his company’s plans and described its close relationship with shipbuilder and Port tenant WCT Marine.

Hyak, registered in Delaware, builds and charters tugs and barges for operating companies and has been looking to create a shipyard, he said. He added that he has known WCT Marine’s Willie Toristoja for about 20 years and has been impressed with the marine contractor’s growth, including buying out next-door neighbor J&H Boatworks.

Commissioner James Campbell, who operates Campbell Marine Towing and Construction and was a former Port tenant, said he has seen numerous failed attempts over the past 55 years to develop the property. Campbell was once stationed at Tongue Point while in the Navy. “What they’re proposing here is a perfect fit for the start of an industrial park,” he said.

The property includes two large seaplane hangars, about 30 acres of paved land and five dilapidated finger piers fronting a channel of the Columbia River. It is backed by a derelict rail spur owned by Portland & Western Railroad.

Tongue Point advocates, including Commissioner Bill Hunsinger, a former longshoreman, have been staunch supporters of pushing the Port to acquire the property with the hope of turning it into a cargo terminal. Hunsinger, who abstained from voting, said “I don’t understand the Port giving up its future.” He called for alternatives such as negotiating a long-term sublease with Hyak or allowing other people to come forth with proposals.

### Reality test

But those alternatives and that vision for Tongue Point are unlikely when they are put to the reality test.

The enormous costs of upgrading Tongue Point’s infrastructure to attract tenants and then sublease are prohibitive and make that type of development unrealistic, Port Executive Director Jim Knight said. In the first eight years of the 10-year lease, the Port entertained a parade of development proposals and none came even close to panning out, Knight said. The Port’s position as an economic generator also does not necessitate the agency owning North Tongue Point, he added.

Campbell and Knight are right, and if this deal does close, it’s certainly a win for the Port and the region.

## WHERE TO WRITE

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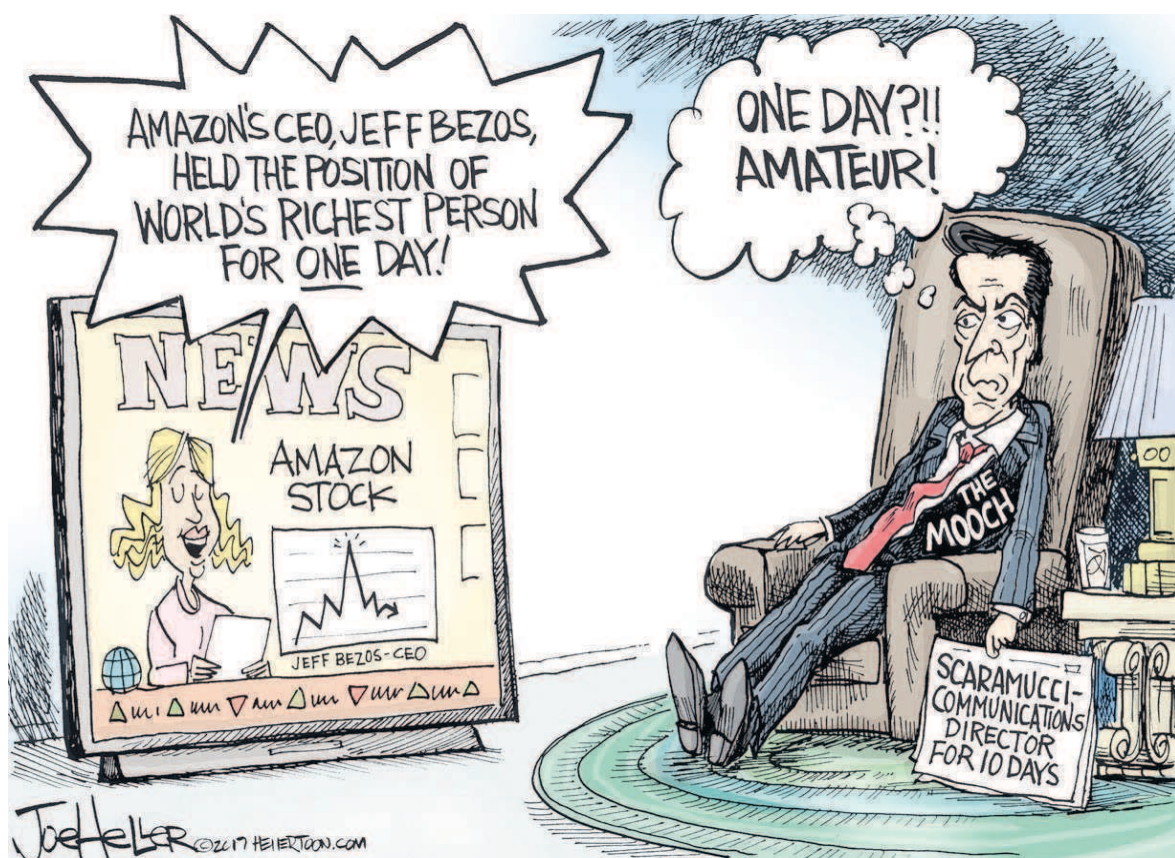
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# Climate shifts aren't limited to the weather

By THOMAS FRIEDMAN  
*New York Times News Service*

I have a simple view of governing today: We are in the middle of not one but three climate



changes at once to which government must help citizens respond — and Donald Trump doesn't have a clue and China does.

Here is what I mean: We are in the middle of a change in the climate of the climate. We are going from “later” to “now.” In the past you could fix any climate/environmental problem later or now. But today later is officially over. Later will be too late. At some point, the deforestation of the Amazon is not reversible.

We are in the middle of a change in the “climate” of globalization. We are going from an interconnected world to an interdependent one, and in such a world your friends can hurt you faster than your enemies: Think what happens if Mexico’s economy fails. And your rivals’ falling becomes more dangerous than your rivals’ rising: We will be hurt a lot more by China’s economy tanking than its putting tanks on islands in the South China Sea.

And lastly we’re in the middle of a change in the “climate” of technology. We’re moving into a world where machines and software can analyze (see patterns that were always hidden before); optimize (tell a plane which altitude to fly each mile to get the best fuel efficiency); prophesize (tell you when your elevator will break and fix it before it does); customize (tailor any product or service for you alone) and digitize and automate just about any job. This is transforming every industry.

Governing today is all about how you prepare your society to get the most out of these three climate changes and cushion the worst. Sadly, that’s not our society’s priority right now. In the age of Trump we are treating governing as entertainment.

Some conservatives argue that’s fine. The less D.C. does, the better. Let the market rule. I disagree. What actually made America great was a government that prepared the right soil in education, regulation, immigration, research and infrastructure, and a dynamic private sector that grew all kinds of flowers in that soil.

Which brings me to China. China takes governing seriously — in a cruel way and in an impressive way. Its leaders wake up every morning and ask themselves two questions. First, how do we stay in power? Their answer, which I find reprehensible, is: We’ll use technology to repress our people. I think in the long run depriving China’s people of freedom, a basic human



AP Photo/Evan Vucci

President Donald Trump listens in the Roosevelt Room of the White House on Wednesday.

right, will undermine their ability to realize their full potential.

But it has worked better than expected, up to now, because China’s leaders are just as focused on asking a second question: What world are we living in? Which leads to: What are the biggest forces shaping this world? And what kind of national strategy do we need so our people can get the most out of these forces and cushion the worst?

**When the pace of change accelerates in climate, technology and globalization all at once, small errors in leadership navigation can have huge consequences.**

They know we’re in the midst of these three climate changes and have formulated a strategy — “Made in China 2025” — to thrive within it. It’s a plan for building the infrastructure, investments, education and regulations that will enable Chinese companies to lead in supercomputing, new materials, computer-controlled machine tools, industrial robotics, space and aviation equipment — including drones — clean cars, clean energy, biomedicine and next-gen medical devices.

Only time will tell how much what China has wrong about governing will undermine what it has right.

By contrast, Trump hasn’t even named a science adviser. He pulled out of the Paris climate accord without any input from scientists, and he proposed a budget for fiscal 2018 that eliminated the Department of Energy’s innovation lab (the “Advanced Research Projects Agency — Energy”) and slashed funding for all of our key national science and medical labs, which provide the basic research for the very next-gen technologies in which China is now massively investing.

He’s spending the money instead on a wall against Mexico. Is there anything more stupid?

And then you watch the health care debate. And then you realize that in addition to the executive branch, one of our two parties has gone nuts. For seven years the GOP made replacing Obamacare, which needs improving, its top goal, and when it finally controlled all the levers of power, it was clear that it had done no homework on a better plan or built any intraparty consensus for it. It was all a fraud.

And then you look at all the knife fights between rival Trump aides and you realize that none of these fights were over how to thrive in a world challenged by these three climate changes. They were all about who could get closest to and flatter our Dear Leader most. But our Dear Leader — as we saw in the health care debate — has done no homework on the future, either. He’s been too busy promising to restore the past.

This is so dangerous. When the pace of change accelerates in climate, technology and globalization all at once, small errors in leadership navigation can have huge consequences. It’s like a 747 pilot who enters the wrong navigational coordinates. You can find yourself so far off course that the pain of getting back will be staggering.

We have such a pilot. It is time for the adult Republicans and Democrats in Congress to come together and take the helm.

## LETTERS WELCOME

Letters should be exclusive to The Daily Astorian.

Letters should be fewer than 350 words and must include the writer’s name, address and phone numbers. You will be contacted to confirm authorship.

All letters are subject to editing for space, grammar and, on occasion, factual accuracy. Only two

letters per writer are printed each month.

Letters written in response to other letter writers should address the issue at hand and, rather than mentioning the writer by name, should refer to the headline and date the letter was published. Disclosure should be civil and people should be referred to in a respect-

ful manner.

Submissions may be sent in any of these ways:

E-mail to editor@dailyastorian.com; online at www.dailyastorian.com; delivered to the Astorian offices at 949 Exchange St. and 1555 N. Roosevelt in Seaside or by mail to Letters to the Editor, P.O. Box 210, Astoria, OR 97103.