

Abioto

continued from page 1

drive containing all of the images from her world-famous photography project crashed. Now she’s launched a new funding effort through Indiegogo to pay for the hard drive repairs and build out her project over the next year. “I think my approach really takes into account both the whole world, but also the whole African Diaspora, in thinking about

The artist says she’s working to publish her images into a book; she’s also hoping to purchase a film-capable single lens reflex camera to mix film with video — which she hopes will take these new projects to a larger audience. And a larger audience is exactly what she got when Young Thug and Bloody Jay put out “Black Portland” — already considered to be one of the hottest recordings of the year. “My feelings about it have evolved,” Abioto says. “I do understand to an extent where they’re coming from, because I went to school in Atlanta, I’m from the south, I’ve been there. “It’s a place where Black

‘It’s powerful what Black people have done to be here, but their story isn’t seen on the national stage’

this one community of 36 or 37,000 people,” she says. Which is why comparing Black Portlanders to the maroons is such a fascinating point of view. The maroons were – are—small communities of Africans and their descendants in the Caribbean and throughout the “New World” who escaped enslavement and formed self-governing settlements alongside indigenous people during the Trans-Atlantic Slave Trade. They preserved many aspects of African life and culture that otherwise would have been wiped out. Abioto hopes to branch out into a radio show, video production, storytelling, arts and exploration.

people are doing all kinds of things, and I get that comparison of Portland’s culture of makers and doers here and the culture of makers and doers there.” But, Abioto says, there’s already a Black Portland. “To me, as a result of the lack of a diverse expression of the Portland that’s being branded to the world, what we see past our borders — but also within Portland — it’s a limited story. I don’t think the world gets any of the real history of this place. “And so when they talk about Portland being a white city, they don’t understand the very unique journey that brought people of color to the state.” “It’s powerful what Black people have

Heart Health



During the big ice storm, staff from Salem Health Heart & Vascular Center in Oregon led the production of a special video--shot in one day and in the snow--to celebrate the American Heart Association's "National Wear Red Day" and call attention to heart health. The video features a wide array of physicians, hospital staff and employees. February is American Heart Month. About 600,000 people die of heart disease every year. It is the leading cause of death for both women and men. Check out the film at www.youtube.com/salemhealth.

done to be here, but their story isn’t seen on the national stage, because the ongoing trauma of the history — it doesn’t fit into Portland’s happy-go-lucky branding of ‘the city that works.’” she says.

See Abioto’s work at www.theblackportlanders.com.

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Disaster

continued from page 1

emergency management professionals. Originally adopted in 2002 as the Regional Disaster Plan, the current agreement has 145 signatories including cities, special purpose districts, private organizations, and non-profit agencies in King County. As with the current plan, the new framework is voluntary, meaning its use during an emergency is up to each organization. The Regional Coordination Framework for Disasters and Planned Events focuses on five key areas: • Direction and Coordination • Information Collection, Analysis, and

‘Utilities and transportation are important areas where emergency planning should be prioritized’

Dissemination • Public Information • Communications • Resource Management The plan was drawn up by the King County Regional Disaster Planning Work Group, made up of emergency professionals and

stakeholders drawn from throughout the region. “The new framework is a streamlined format that promotes cooperation and effective response on the ground,” said Planning Work Group chair Luke Meyers. “It’s flexible and can be used by organizations of

almost any size.” The framework’s success relies upon widespread endorsement of cities, organizations, and businesses throughout King County. Interested organizations can join at any time. “I urge every jurisdiction and organization with a role to play during an emergency in King County to adopt this new framework,” Constantine said. For more information on the Regional Coordination Framework for Disasters and Planned Events, please visit www.kingcounty.gov/prepare.

Coal

continued from page 1

labor groups criticized the broad scope, saying “cradle to grave” permitting isn’t justified and would have a chilling effect on trade and economic development. Ken Miller, president and CEO of Millennium Bulk Terminals-Longview, said in a statement Wednesday that the company had hoped to be hiring workers now, two years

It’s one of three coal-export docks proposed in the Northwest

after submitting permits, but was pleased the agencies are moving forward. A spokesman for Miller said he would not be available for an interview. The National Association of Manufacturers, the attorney generals of North Dakota and Montana and others had argued for a narrower focus, saying there’s no precedent for such a far-reaching analysis. “This decision sets an unnecessary precedent for manufacturers that could make it harder to obtain approvals for almost every product we export, from grains to airplanes,” Ross Eisenberg with the National Association of Manufacturers said in a statement Wednesday.

State Department of Ecology officials challenged the notion that this review sets a precedent for others, saying that projects are evaluated on a case-by-case basis. Ecology’s Sally Toteff also noted that the state and county has just started the study and haven’t reached any conclusions. “How much of a concern are impacts from greenhouse gas emissions or vessel or rail transport? We don’t know yet. How might this affect permitting decisions? We don’t know yet. That is the point of the study,” she said. The project, planned by Ambre Energy Ltd. and Arch Coal Inc., would handle up to 44 million metric tons of coal from the Powder River Basin of Montana and Wyoming at a terminal near Longview. It’s one of three coal-export docks proposed in the Northwest. The other projects are near Bellingham, Wash., and Boardman, Ore. On Tuesday, Oregon regulators issued three key permits for another Ambre Energy project in Boardman but threw up a new hurdle. The state Department of Environmental Quality said it would require the project to seek a water-quality certification sought by opponents. The proposal, known as the Morrow Pacific project, would bring up to 8.8 million tons of coal a year by train from Montana or Wyoming. The coal would be loaded onto enclosed barges at the terminal and then shipped down the Columbia River, where it would be loaded onto Asia-bound ships in Port Westward in Clatskanie.



In this Oct. 25, 2013 file photo, petroleum coke, or petcoke, is watered down where it is stored along the Calumet River on Chicago's southeast side. The Pollution Control Board is scheduled to meet Thursday, Jan. 23, 2014, in Chicago to consider Gov. Pat Quinn's proposed emergency regulations for petroleum coke. Quinn says he's responding to complaints from Chicago residents that petroleum coke piling up on the city's southeast side is a health and environmental threat.

That project still needs permits from the U.S. Army Corps of Engineers and the Oregon Department of State Lands. An Army Corps spokesman said a permitting decision is expected this spring.

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