

# Stepping Up! for Our Communities

## Portland & Western Railroad Helps Georgia-Pacific Serve Crucial Paper Products Market

With state orders to stay at home and social distance during the coronavirus pandemic, residential consumption of toilet paper, facial tissue and paper towel products has increased dramatically – almost overnight – becoming one of the most sought-after essential items and stressing the industry’s delivery logistics. In fact, the Statista Consumer Market Outlook claims that toilet paper sales in the U.S. for March 2020 rose by nearly 60 percent compared to the same period in 2019.

The stay-at-home orders have also increased need for shipping containers and boxes, made from wood fiber, necessary for expanded home deliveries. As paper-product producers work to meet the intense demand, Genesee & Wyoming’s (G&W) Portland & Western Railroad (PNWR) continues to play a vital role in supplying raw materials to the sector at several customer manufacturing facilities in Oregon.

- For 25 years, PNWR has carried inbound wood pulp to Georgia-Pacific mills in Wauna and Halsey, Oregon. The pulp is shipped by rail from Beaumont, Texas, and used at the Georgia-Pacific mills to make an immediate product for personal paper-product producers who finish, package and distribute such goods to the consumer market.

- Over that same time period, PNWR has hauled inbound wood chips and outbound containerboard for the Georgia-Pacific plant in Toledo, Oregon. The chips are shipped by rail from Lincoln and Anderson, California, while the containerboard is shipped out over PNWR to box and packaging plants throughout the western states.

“We are doing everything we can to ensure that we continue the level of safety and service that Georgia-Pacific has come to expect of PNWR over our 25-year relationship,” says Matt Artz, director of sales and marketing for the railroad. “They depend on consistent service, particularly through the pandemic, so that they, in turn, can keep their commitment to customers. We thank them for choosing rail during these unprecedented times.”

“PNWR has been very helpful during these times,” says Jim Crawford, logistics team leader at Georgia-Pacific’s Toledo site, “with support coming in three primary areas – adding days of service for inbound raw materials, ensuring that we receive ample supply of empty railcars for loading finished goods and adding additional locomotive power to pull the increased outbound loads to our warehouses and customer sites.”

PNWR General Manager Don Craine says that his team is in frequent communication with managers at the three plants and is not only keeping trains moving during the pandemic but ready to step up service if necessary. Precautions are being taken to keep the team safe and



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—Jim Crawford, Georgia-Pacific

healthy – including discussing health measures in job briefings, limiting the number of people in a crew room at a time, and sanitizing offices, locomotives and other high-touch areas regularly.

PNWR safely and efficiently serves customers along 516 miles through central and western Oregon, transporting chemicals, forest products, grain and steel, among other commodities. The railroad was started by G&W in 1995 and has operated injury-free for more than a year.