Pacific Northwest Waterways Association (PNWA) is:

- Non-profit trade association that advocates for federal policies & funding in support of regional economic development

- Over 135 members in WA, OR, and ID:
  - Public ports
  - Agriculture & forest products producers
  - Utilities
  - Towboaters & steamship operators
  - Pilots
  - Union labor
Northwest federal navigation projects

Deep draft navigation

• Puget Sound
• Grays Harbor
• Lower Columbia River
• Oregon coast

Inland navigation

• Columbia Snake River System

Small ports

• Puget Sound
• Lower Columbia River
• Oregon coast
Columbia Snake River System

River system overview

Major infrastructure projects

Columbia River Treaty
Columbia Snake River System

You Are Here!
WHEAT
#1 in U.S. exports

SOYBEANS
#2 in U.S. exports

The West Coast destination for grain

Third largest grain export gateway in the world
MINERAL BULKS
#1 on West Coast

AUTO IMPORTS & EXPORTS
Major West Coast gateway

WOOD EXPORTS
#1 on West Coast
Lower Columbia River Channel

- 43’ channel extends 105 miles inland
- 61 million tons of international trade in 2014
- $24 billion in cargo value
- 40,000 jobs depend on the channel
Inland Columbia/Snake River Channel

- 14’ channel depth
- Extends 365 miles inland
- Eight locks
25 grain elevator locations on the CSRS

16 separate grain elevator companies

Seven major grain export facilities

Half of all Columbia River wheat exports are fed by inland elevators via barge
3,253,000 tons of cargo moved on the Snake River in 2012 by barge

226 4-barge tows
- or -
32,530 rail cars
- or -
112,000 semi-trucks
Virtual tour - The Dalles navigation lock
Virtual tour - The Dalles navigation lock
The locks on the Columbia Snake River System have the highest lift in the United States.
Columbia Snake River System

River system overview

**Major infrastructure projects**

Columbia River Treaty
Columbia River Channel Deepening COMPLETED

- 20 year project
- Completed November 2010
- 110 mile channel deepened to 43'
- 6K tons added capacity per ship
- $1-2M worth of cargo added per ship call

RESULT:
Over $1B in new investment
Jetties at the Mouth of the Columbia River

- Help maintain depth & orientation of the navigation channel
- Provide protection for ships entering and leaving the river
Columbia Snake River Locks Major Repairs – 2010/11

- Significant federal investment
- New gates at 3 locks, major repairs at 3 others in one closure
- Ensures long term viability of the river system
More investments coming this winter

- Components and systems to be installed at six of the eight locks
- 14 weeks
- December 2016 – March 2017
Columbia Snake River System

River system overview
Major infrastructure projects

Columbia River Treaty
The Northwest in the early 1900’s
Protect from flooding

Vanport Flood – June 15, 1948
Get goods to market
Our future was built …
Columbia River Treaty

- US-Canada Treaty ratified in 1964 for:
  - Flood control
  - Firm energy

- Ten year “notice” commenced in Sept. 2014

- New concerns since 1964:
  - Fish operations
  - Ecosystem health
  - Climate change
  - Cost

- Navigation highlighted in December 2013 regional recommendation

- PNWA engaging with U.S. State Dept. and Corps
Columbia River Treaty and Navigation

- Higher spring/summer flows:
  - Sedimentation and shoaling
  - Swift currents and challenges to ship handling

- Lower fall/winter flows:
  - Lower river height
  - Existing shoals reduce available draft = draft restrictions
High flows may also undermine already deteriorated structures

MCR jetties

Pile dikes
Columbia River Treaty and Navigation

Port docks

Levees
Conclusion:

Navigation infrastructure and operations must be fully evaluated, including economic impacts.
Opportunities to Stay Informed

Website:
www.pnwa.net

Nor’wester newsletter

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