

2022 FEDERAL LEGISLATIVE AGENDA

COLUMBIA RIVER STEAMSHIP OPERATORS' ASSOCIATION

PROUDLY SERVING OCEAN SHIPPING INTERESTS CALLING IN THE OREGON AND SOUTHWEST WASHINGTON AREAS SINCE 1922



COLUMBIA AND LOWER WILLAMETTE RIVER

(Oregon and Washington below Vancouver and Portland)

The Columbia River trade corridor is the lifeblood of our regional economy, supporting 56 million tons of foreign trade at a value of over \$21 billion annually. Our active river system delivers vital goods and services to the world, contributes to our regional economy, and creates jobs. The Columbia River Steamship Operators' Association (CRSOA) strives to lower costs to operators and promote an efficient and cost effective river system by supporting projects and infrastructure that will help make the Columbia River ports increasingly popular for commercial ships and shippers to come and do business, a purpose we have maintained for decades.



GRAIN OF THOUGHT



Columbia River Trade Corridor is the nation's top wheat export gateway and second for corn and soybean exports and third largest grain export gateway in the world!

BY THE NUMBERS



One Panamax grain ship is approximately 225-229 meters or the length of two football fields! The vessel can load 65,000 metric tons in the Columbia River and carry 2.4 million bushels of wheat.

SUPPORTED PROJECTS

ANCHOR FEDERAL NAVIGATION CHANNEL

The Columbia River is designated as a Marine Highway (M-84) (MARAD/ DOT) for commerce and has the capacity for growth. We encourage full funding of maintenance and modernization of the Columbia River federal navigation channel, including funding of the US Army Corps of Engineers dredging mission. As a result of recent robust funding in the Columbia River, we are grateful for three years with no draft restrictions.

After 20 years of collaborative efforts between the US Army Corps of Engineers and the six lower Columbia River ports; Portland, Vancouver, Kalama, Columbia County, OR (previously St. Helens), Longview and Woodland, the Corps completed the Columbia River Channel Improvements project in November 2010. That project deepened the Columbia River by three feet to a depth of -43' along the 103 mile stretch of river from the mouth of the Columbia River at the Pacific Ocean to Portland, improving navigation to accommodate the current fleet of bulk vessel carriers calling our world class river system. We stress the importance of protecting this investment in our river system.

ANCHOR TURNING BASINS

We support funding and maintenance of the critical turning basins on the Lower Columbia River. Because the Columbia River navigation channel is only 600' wide and a Panamax vessel calling the Columbia River can be over 750' long, the Columbia River Steamship Operators' Association and the Columbia River Pilots who navigate our vessels rely on turning basins to safely turn around. Turning basins are necessary throughout the river system to ensure adequate area for safe maneuverability of fully laden vessels and during times of emergency.

- Establish a Federally Authorized Turning Basin at RM 77 (Kalama)
- Longview Turning Basin Maintenance
- Astoria Turning Basin Maintenance
- Albina Turning Basin Maintenance and Dredging Preparation

ANCHOR PILE DIKE REPAIRS

We support rehabilitation of the Columbia River's pile dike system (also called wood jetties or wing dams). Pile dikes extend perpendicular to the shore into the river and consist of alternating timber piles driven into the riverbed and supported by a horizontal spreader. A king pile, extending tall above the main structure marks the end of the pile dike for increased visibility, especially in high water. The base of the structure is blanketed by stone. The pile dike system between the Mouth of the Columbia River and the Bonneville Dam is responsible for controlling flows and increasing channel stabilization which in turn aids in the reduction of dredging requirements, increased bank protection, and protects dredge disposal areas.

The US Army Corps of Engineers' Structural and Hydraulic Analysis of Lower Columbia River Pile Dikes noted, "Existing pile dikes created, and are now protecting, over 6,100 acres of shallow water habitat important to juvenile salmonids. Removal, or loss of pile dikes would significantly reduce available shallow-water habitat in the lower Columbia River."

- King Pile Safety Repairs
- Cottonwood Pile Dike MMR
- Skamokawa Pile Dike Repairs

ANCHOR COLUMBIA RIVER JETTIES

We are pleased with the consistent support of the Columbia River's jetty system and support critical maintenance and rehabilitation of the North and South jetties at the Mouth of the Columbia River. The three jetties at the Mouth of the Columbia River (North, South, and A jetty) are critical to minimizing navigation channel maintenance and ensuring safe passage of vessels transiting the Columbia River bar. As the US Army Corps of Engineers noted, "If a critical section of the jetties were breached during a large storm, sand could be deposited into the federal navigation channel potentially shutting down commercial shipping. Restoring the channel entrance would require expensive emergency repairs to the jetty and dredging to restore the channel to depth."

The Columbia River Steamship Operators' Association, Inc. (CRSOA), established in 1922, as the Portland Steamship Operators' Association, includes members representing ship owners, operators, agents, launch services, towing, and bunkering, as well as facilities and ports along the Columbia, Willamette, Snake River and Oregon coast river systems.

The CRSOA's mission is to facilitate trade, provide business leadership, exercise principles of environmental stewardship, serve as an industry focal point, and promote operating policies and practices that are safe, reliable, efficient, and cost-effective.



SUPPORTED PROJECTS, CONTINUED

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) PHYSICAL OCEANOGRAPHIC REAL-TIME SYSTEM (PORTS) DATA

We support increased funding of National Oceanic and Atmospheric Administration's (NOAA) Physical Oceanographic Real-Time System (PORTS) program, National Weather Services, and other programs that support our navigational charts and real-time data that help to ensure safe passage for vessels calling the Columbia River. TransView 32 (TV-32), the Columbia River's Automatic Identification System (AIS) supported navigation system relied on by the Columbia River Pilots and funded by the Columbia River Steamship Operators' Association, relies on data that is populated by NOAA on a daily basis. In addition, the Port of Portland's LoadMAX system would help increase efficiency as it will help better project transit windows and times. Funding of this program is critical to our river system. This information is invaluable to mariners for the safe navigation of vessels in and around the federal navigation system, not just our deep draft vessel operators.

- Columbia River Navigation Charts
- Surveying of Columbia River Anchorages
- Additional Tide Gauges (tied in to NOAA PORTS)
- Additional Current Meters (tied in to NOAA PORTS)
- Air Gap Sensor on the Lewis and Clark Bridge in Longview
- Weather Buoys at the Mouth of the Columbia River for the Columbia River Bar Pilots
- Low Water and Minimum Stage Forecasts
- Weather prediction for the Columbia River Bar Pilots
- Wind and wave modeling for the Columbia River Bar Pilots

PORT SAFETY AND SECURITY

The adequate staffing and resources necessary for the US Customs and Border Protection (CBP) and the U.S. Coast Guard (USCG) is critical for the safe and efficient movement of cargo within our region.

We support projects that protect our marine transportation system from cyber threats.

We support Department of Homeland Security (DHS) and Federal Emergency Management Program (FEMA) grants and other non-disaster funding programs, like the Port Security Grant Program (PSGP) that help to protect our port infrastructure and continue to be valuable resources in our region.

SNAKE RIVER DAMS/DAM BREACHING

We support the Snake River dams and stress the importance of the Snake River dams and barging to the Columbia-Snake River system overall. The Snake River dams provide significant benefit to our region and help provide reliable transportation to move goods to international markets all while protecting our environment and providing jobs. According to the Pacific Northwest Waterways Association (PNWA), "In 2014, 4,361,000 tons of cargo were barged on the Snake River. It would have taken 43,610 rail cars to carry this cargo, or over 167,000 semi-trucks. Barging is the most efficient and environmentally friendly method for moving cargo, and it depends on the navigation locks at the Snake River dams for access to the federally maintained channel."

The Columbia River Steamship Operators' Association stresses the importance of understanding the tidal requirements of navigation of vessels in the Columbia River when discussing vessel speed. The typical transit time for a vessel between Portland/Vancouver and Astoria is six to eight hours. Reduction of vessel speed and the resulting increase of transit times and the limited availability of deep draft anchorages on the Columbia River may prohibit a vessel from safely navigating the river and having adequate under keel clearance.

REDUCTION OF VESSEL TRAFFIC SOUND

As noted in the Guidelines for the Reduction of Underwater Noise from Commercial Shipping to Address Adverse Impacts on Marine Life published by the International Maritime Organization (IMO), the IMO considers reduced speed as an effective means of reducing ship sound as effective. "It is important to recognize that both the technical and cost-effectiveness of measures considered, either individually or in combination, will be strongly dependent on the design, operational parameters, and mandatory requirements relevant for a particular ship. A successful strategy to reduce radiated noise should consider interactions and contributions from measures provided to achieve other objectives such as reduction of onboard noise and improvements in energy efficiency." Further, as a Member State of the IMO, the US Coast Guard encourages vessel operators to follow the voluntary guidelines established by the IMO, namely those established to reduce underwater noise. Additional measures above the international and federally recommended guidelines for reduction of vessel traffic sound are not supported at this time.

WAKE STRANDING

Wake stranding is characteristically linked with the water drawdown and surge of deep draft commercial vessels and occurs when fish are caught in vessel wakes and are then deposited on shore when the wake recedes or infiltrates into the beach substrate. Wake stranding is more often associated with long-period wakes, meaning those with a greater wavelength distance between the crest/trough.

The Columbia River Steamship Operators' Association stresses the importance of understanding the tidal requirements of navigation of vessels in the Columbia River when discussing vessel speed. The typical transit time for a vessel between Portland/Vancouver and Astoria is six to eight hours. Reduction of vessel speed resulting in longer overall transit times and the limited availability of deep draft anchorages on the Columbia River may prohibit a vessel from safely navigating the river and ensuring adequate under keel clearance.

STERN BUOYS

We highlight the need for additional stern buoys on the Columbia River and support funding to obtain and install new stern buoys.

ANCHORAGES

We support additional Columbia River anchorages. Some of the Columbia River anchorages are often not used due to being undersized for the vessels that currently call the river. Deep draft anchorages for fully laden Panamax sized vessels are a top priority for the Columbia River Steamship Operators' Association.

We support removal of navigation hazards, such as the Lower Vancouver rock barge pile, in the Columbia River.

ENVIRONMENTAL PERMITTING

We support efficient, timely, and commodity blind review of environmental permit applications.

INFRASTRUCTURE

We support projects that eliminate bottlenecks and expand capacity from place of origin to market. This will in turn help to enhance our global competitiveness by improving landside connections to our port facilities and keep our maritime investments a key priority (i.e. Railroads, Highway and Bridge projects, etc.).

OTHER DREDGING PROJECTS

- Regional Sediment Management Plan
- Dredge Maintenance Material Placement (DMMP)
- Ports of Astoria, Longview, Columbia County (OR), Kalama, Vancouver and Portland - Maintenance Dredging at their deep draft berths
- Old Mouth of the Cowlitz River Maintenance Dredging (sediment from this area contributes to the need for continued dredging in the Longview area)
- Maintenance Dredging of Anchorage Areas