

# Pacific Northwest Waterways Association

Inland Marine Expo 2025

May 29<sup>th</sup>, 2025

NEIL MAUNU





# Columbia / Snake River- Navigating Threats and Opportunities

Presented by

Neil Maunu

May 29<sup>th</sup> 2025



## A map of the United States with state boundaries outlined. A red rectangular box highlights the Pacific Northwest region, specifically the area around the Columbia River, which is the focus of the text on the right.

The collage features logos for various organizations in the Pacific Northwest. At the top left is the Columbia River Bar Pilot logo, followed by the Columbia River Pilots logo. Next to them is the Puget Sound Pilots logo, which includes an image of a ship. To the right is the CRCEA (Columbia River Crab Fisherman's Assoc.) logo, and further right is the Columbia River Stevedore Operators Association logo. Below these are logos for Idaho Wheat, Oregon Wheat, and WA Wheat Growers. To the right of the WA Wheat Growers logo is the USA Dry Pea & Lentil Council logo. In the middle row, from left to right, are the Pacific Northwest Farmers Cooperative logo, the Morrow County Grains Growers logo, the Tri-Cities Grain LLC logo, the Northwest Grain Growers logo, the CGI Columbia Grain logo, the EGT logo, the LST logo, the TEMCO logo, the Ballard Marine Construction logo, the American Cruise Lines logo, the Great Lakes logo, the ILWU logo, the TIDEWATER logo, the FOSS logo, the SHAVER logo, the Clark Public Utilities logo, the PUGET PUB logo, the PNGO Power logo, and the NEXTCLEAN FUELS logo.

- *Public ports*
- *Agriculture & forest products producers*
- *Utilities*
- *Towboaters & steamship operators*
- *Pilots*
- *Union labor*
- *Terminal Operators & Grain Elevators*



90TH ANNIVERSARY



# INLAND PORTS & NAVIGATION GROUP (IPNG)

”

Striving to protect inland navigation, hydropower, and irrigation on the Columbia Snake River System, while supporting a healthy environment and robust fish runs in the Northwest.



COLUMBIA  
RIVER  
PILOTS



Pomeroy  
Grain Growers

Port of  
Lewiston  
Idaho - USA



# IPNG – Mission & Strategy

## Inland Ports and Navigation Group (IPNG)

- Subset of PNWA Membership, managed by PNWA with legal counsel provided by Schwabe
- 30 public & private organizations across Idaho, Oregon, and Washington

IPNG is comprised of ports, farmers, pilots, transportation companies, terminals, and water resources stakeholders who work to balance economic prosperity with environmental stewardship

IPNG's mission is to protect inland navigation, hydropower, and irrigation on the Columbia Snake River System, while supporting a healthy environment and robust fish runs in the Northwest

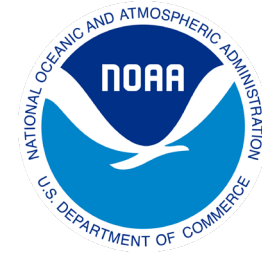
IPNG supports advocacy activities both within the Pacific Northwest and Washington, D.C.

IPNG drives industry and community engagement, highlighting the importance of our inland waterways





# Federal Partnerships



## U.S. Army Corps of Engineers

- Portland, Walla Walla, Seattle Districts
- Northwestern Division
- Headquarters in DC
- Assistant Secretary of the Army (Civil Works) – Pentagon

## Congress

- Northwest House & Senate Delegations (District & DC)
- House & Senate Energy & Water Appropriations Subcommittees
- House Transportation & Infrastructure Committee (T&I)
- Senate Environment & Public Works Committee (EPW)

## White House

- Office of Management & Budget (OMB)
- Council on Environmental Quality



# PNWA Areas of Engagement

## PNWA – A “Microcosm” of National Waterway Infrastructure

- Our region has it all! Coastal ports; large and small, Inland Ports and private terminals, marinas, a variety of commodities...
- Value-add for Congressional Staff and Members

## Infrastructure Maintenance and Rehabilitation - #1 Priority



Deep Draft Navigation



Inland Navigation



Small Ports



# Columbia River Basin





# Navigation on the River

## A Marine Highway

### Deep Draft Portion

- Astoria to Portland, OR
- 110 miles long
- 43 ft. deep
- 49.7 million tons of cargo
- \$31.2 B worth of cargo in 2022

### Inland System

- Portland, OR to Lewiston, ID
- 365 miles long
- 14 ft. deep
- 8 lock & dams
- 8.5 million tons of cargo

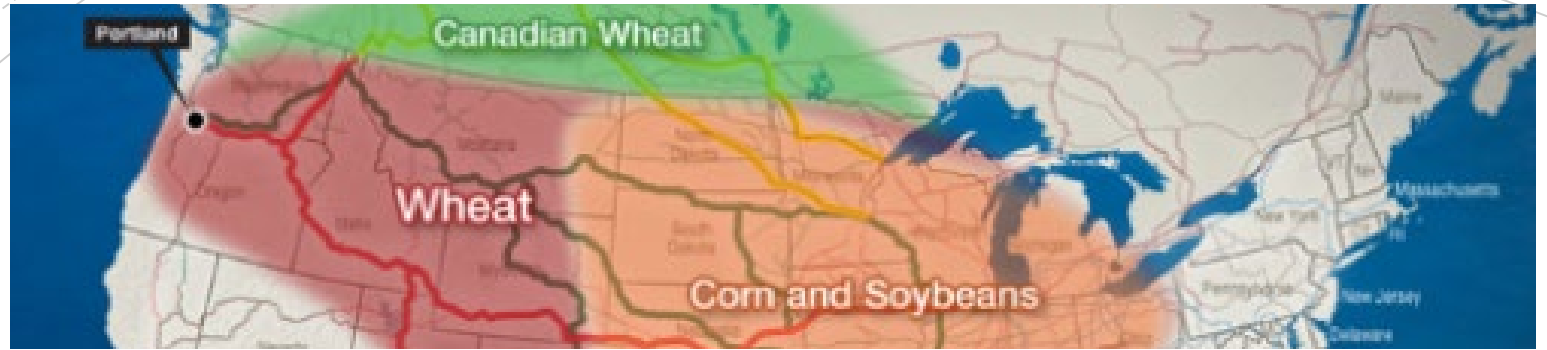


# Trade Gateway Grain on the River

**#1 Largest Wheat Export  
Gateway in U.S.**

**#2 Largest Soy & Corn Export  
Gateway in U.S.**

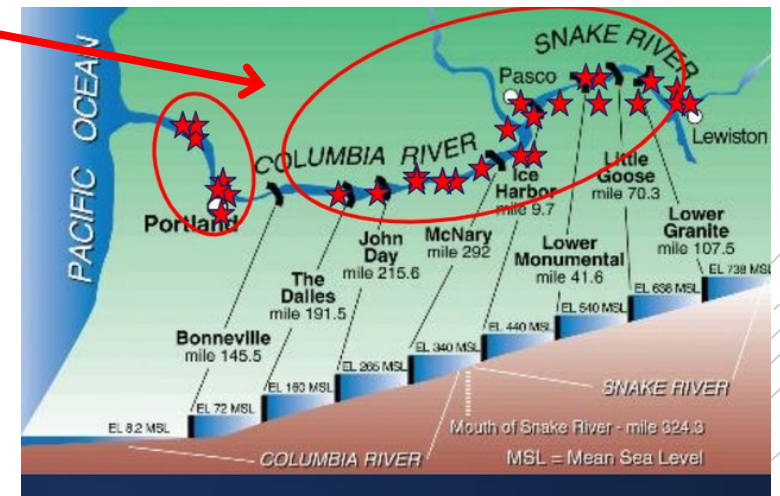
**#3 Largest Grain Export Gateway  
in the World**



**A Multimodal Transportation  
Corridor**

**Rail**

**Barge**





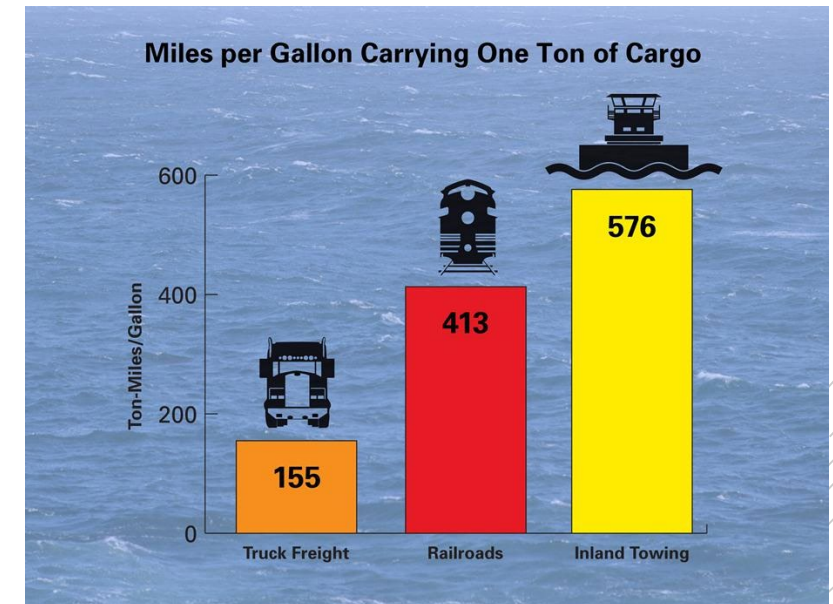
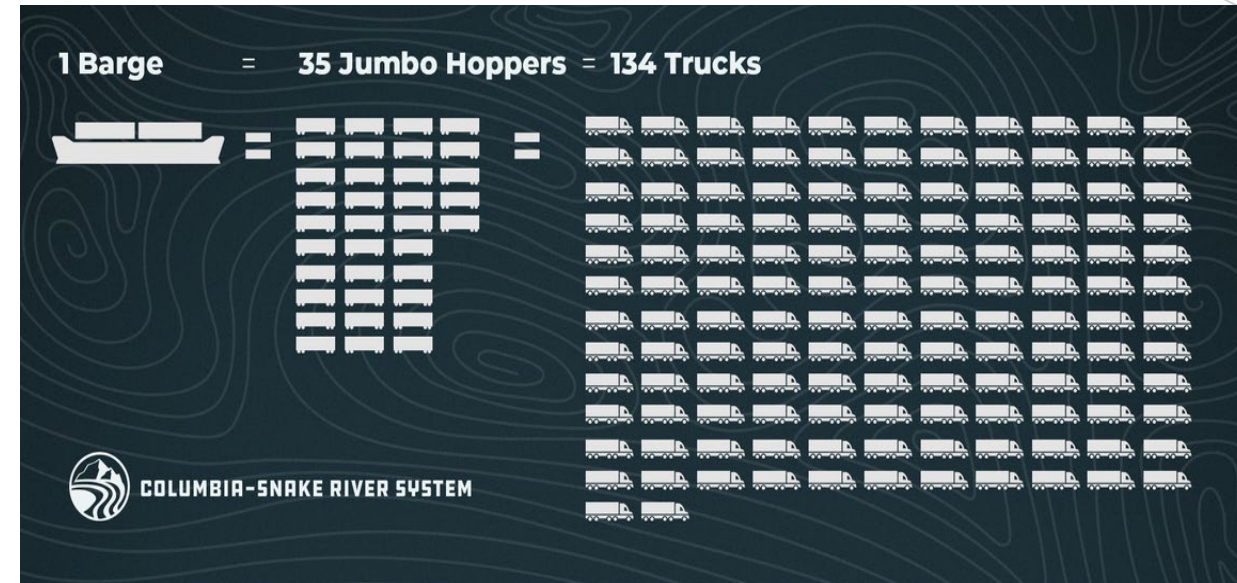
# TRANSPORTATION BENEFITS

## Benefits of Barging

- **Cost-Efficient**
- **Safe**
- **Reliable**
- **Environmentally Responsible**
- **One 4-barge tow (1 tugboat) is the equivalent to 538 trucks on the road**

## Commodities Moved

- **Grain**
- **Wind Energy**
- **Renewable fuels and jet fuels**
- **Fish Passage and barging**
- **Cruise Passengers**
- **Gravel, Timber, Wood Products**



# Lower Snake River Dams



## Inland Ports and Navigation Group (IPNG)

- Federal intervener in the CRSO EIS and (past) Snake River dredging lawsuits & (past) mediation
- Focus this year on addressing and tracking the U.S. Government's Commitments to the mediation settlement agreement in 2023
- Engagement in Transportation, Water Supply, and Recreation Studies
- Federal advocacy – Congressional oversight, White House and agency engagement
- Critical cross-sector partnerships (PPC, NWRP, AAPA, AWO, others...)

## Transportation Impacts of Dam Breaching

- Over \$1 billion in infrastructure upgrades needed (roads, rail, elevators)
- At least 201 additional unit trains required
- More truck and rail traffic = more accidents and costs
- 23.8 million more highway miles traveled annually
- Trucking increases fuel, maintenance, and labor costs by \$69M/year
- Nearly 5 million more gallons of diesel used annually
- CO2 and emissions rise by over 1.25 million tons/year from barge shift

**Bottom Line: Dam removal means wheat and other commodities will no longer be competitive on the global market.**





# Lock Maintenance and Closures: A Success Story

*The locks on the Columbia Snake River System have the highest lift in the United States*



# Lock Maintenance and Closures



## 2010 – 2011

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

## 2016- 2017

- 15 weeks
- Mid-December 2016 to mid-March 2017
- Components & systems installed at 6 of 8 locks

## 2024 Lock Repairs

- Typical closure (Portland District) 2 weeks in March
- Upriver (Walla Walla District) 14 Jan – 29 March 2024
- Major Repairs (Gate arms, valves, etc.) in 2024
  - “Extended” lock closure
- PNWA to facilitated tours during these outages

2025 and 2026 will see 5-week closures

Projecting another extended outage in 2030

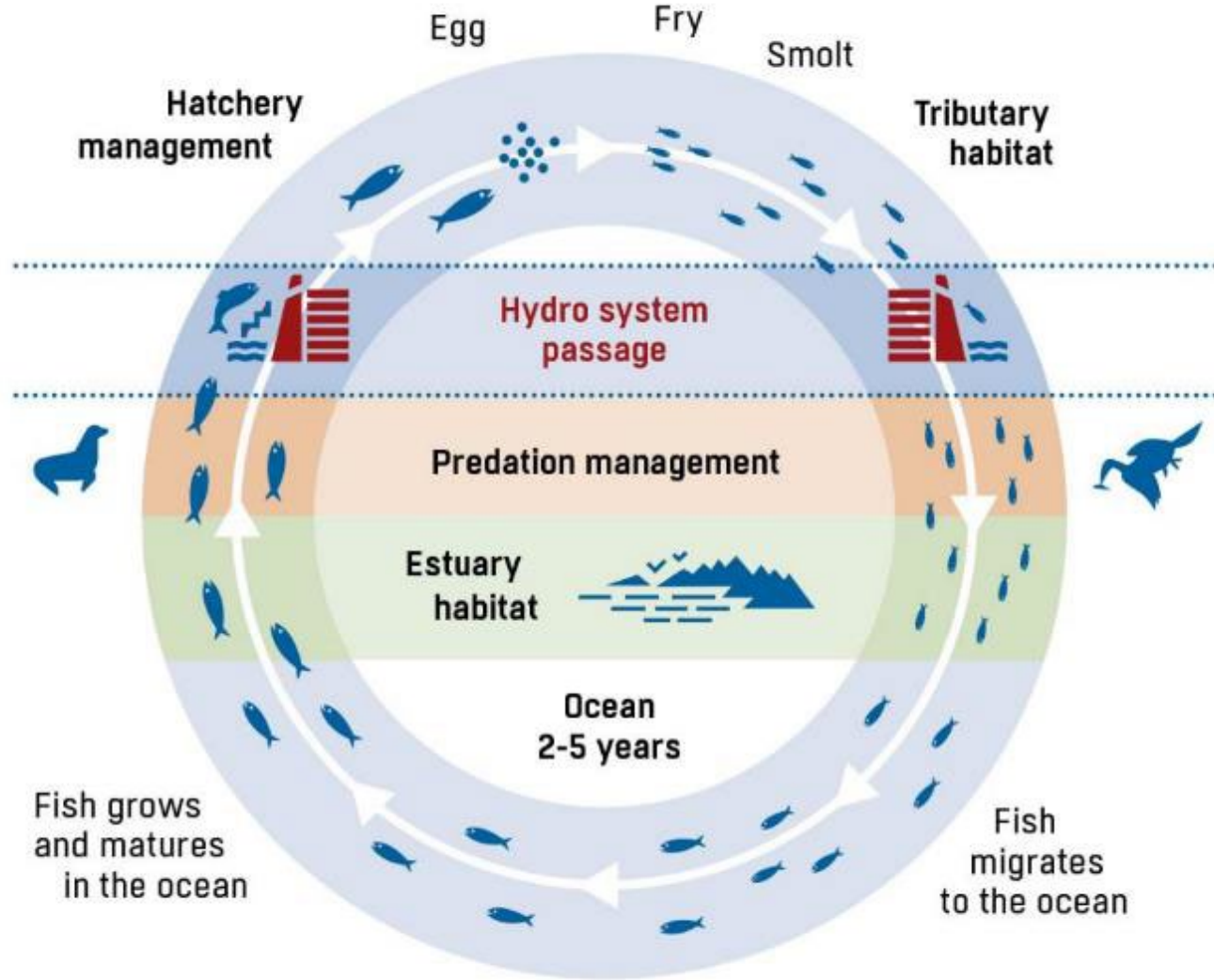




# Salmon, Steelhead, Tribes, Environmental Groups

*Juvenile survival at the dams  
now averages 97%*

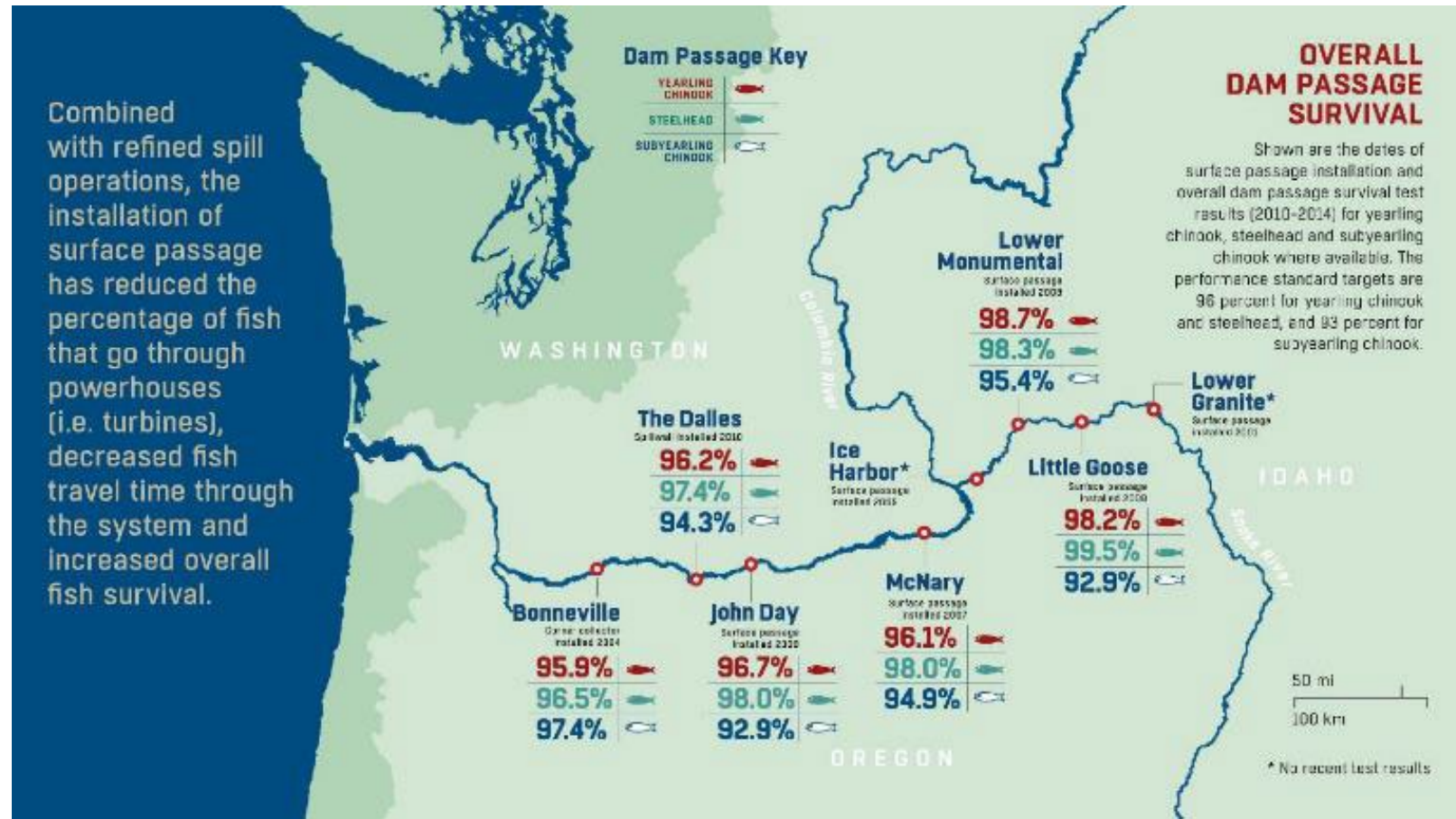
*NOAA: survival rates  
through the hydro system are  
approaching levels in rivers  
without dams*



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**“Salmon and Dams CAN coexist”**





# Litigation & Mediation



## 2020 Columbia River Systems Operations Environmental Impact Statement

- In response to past litigation on Columbia River System Operations (CRSO), federal agencies released the 2020 Environmental Impact Statement (EIS) in fall 2020 after a four-year extensive review process.
- Preferred Alternative for managing all 14 federal dams in the Columbia River Basin, approved by multiple federal agencies
- Cost over \$55 Million
- Over 59,000 public comments, states, tribes across region

## Despite the expansive CRSO EIS, federal government sued in October 2020 because of decision to retain the four LSRDs.

- Biden Administration with plaintiffs agree to stay in litigation to focus on a negotiated path forward led by, the White Houses' Council on Environmental Quality & Federal Mediation and Conciliation Services

## Defendant Intervenor- Inland Ports and Navigation Group (IPNG) – subset of PNWA

- 31 organizations from Washington, Oregon & Idaho
- Intervener status in CRSO EIS and Snake River dredging

# USG Commitments & Memorandum of Understanding

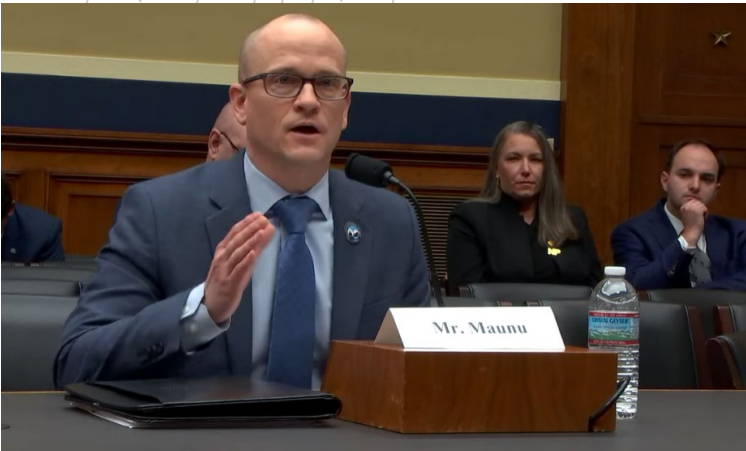
**Commitments based on the Columbia Basin Restoration Initiative (CBRI), a proposal to the Biden Administration from the six sovereigns that asserts breaching.**

**USG Commitments were secretly negotiated without any input from IPNG or any defendant.**

**Asks the Court to pause the CSRS litigation for the next 10 years.**

**The agreement commits to making "headway" on the objectives in the CBRI and provides an on ramp to dam breaching. Prepares Washington state and the region for breaching the LSRDs by:**

- Developing a Tribal energy program and an energy replacement plan.
- Studying and addressing transportation upgrades.
- Analyzing recreation and water supply needs and a replacement plan.
- Implementing unmodeled "interim fish operations"



# Thank You



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