

In November, the US Army Corps of Engineers determined there was an immediate need to remove impediments to navigation by dredging the downstream lock approach at Ice Harbor Dam and the confluence of the Snake and Clearwater rivers at the upstream end of the Lower Granite Reservoir. Permits were also issued to maintain the berthing areas at the Ports of Lewiston and Clarkston. There are only 76 days in which dredging can occur, in order to protect fish species. The fish window runs from Dec. 15-Feb. 28.

9

YEARS SINCE THE 14' DEEP BY 250' WIDE NAVIGATION CHANNEL AND BERTHING AREAS AT LEWISTON AND CLARKSTON HAVE BEEN DREDGED

as a result, some areas within the navigation channel are as shallow as 7 ft.

6 YEARS GRAIN BARGES HAVE BEEN LIGHTLOADED TO AVOID BEING GROUNDING.

Lightloading results in higher shipping costs and affects the ability of grain shippers to compete in export markets.

6

5 GRAIN BARGES, ALTHOUGH LIGHTLOADED, HAVE "GROUND OUT," OR STRUCK UNDERWATER SEDIMENT SINCE THE LAST NAVIGATION CHANNEL MAINTENANCE.

This poses major safety concerns for workers and other users of the navigation channel present at the time of grounding.

A LOCAL FARMER'S COST TO EXPORT WOULD EASILY DOUBLE WITHOUT THE OPTION TO BARGE.

Assuming an alternative mode would be available, as there is shortage in rail and truck service.

x2



\$36 MILLION

THE AMOUNT THE US ARMY CORPS OF ENGINEERS ESTIMATES SHIPPERS SAVE ANNUALLY BY BARGING INSTEAD OF USING OTHER FORMS OF TRANSPORTATION.

The Corps estimates the movements on the Lower Snake River save about \$10.90 per ton versus moving by rail. In 2012, 3.3 million tons traveled the Lower Snake River saving local shippers approximately \$36 million, money that can circulate in the local economy rather than paying transportation costs.



OPPONENTS TO DREDGING CLAIM THAT FREIGHT TRAFFIC IS IN STEADY DECLINE, BUT THE TRUE NUMBERS REFLECT HISTORIC FLUCTUATIONS

A recent drop in totals is due to: the Great Recession, a significant lock outage (2010-11), closure of the Port of Wilma oil storage terminal and labor issues at the Port of Portland.

Despite it all, the Port of Lewiston's primary exports—food and farm products—are now near the long-run average.

In 2013, the Port of Lewiston exported approximately 23.5 million bushels of grain and 4,400 containers. The 2013/2014 crop was the largest ever handled by the Lewis-Clark Terminal.

26,000



Cruise boat guests and crew members

made use of the Port of Clarkston facilities in 2014. Currently, some cruise boats cannot use the dock specifically designed for tourism and must instead off-load at an industrial dock. This discourages cruise boats from staying in our area and limits money spent in the valley. Failure to maintain the navigation channel and berthing areas impacts more than agriculture and industry—it hurts tourism and recreational users as well.

BARGING =

33%

LESS AIR POLLUTION THAN DIESEL TRAINS AND

373%

LESS AIR POLLUTION THAN TRUCKS

The environmental benefits of barging freight compared to other transportation options should be included when weighing the benefits of maintaining the navigation channel.