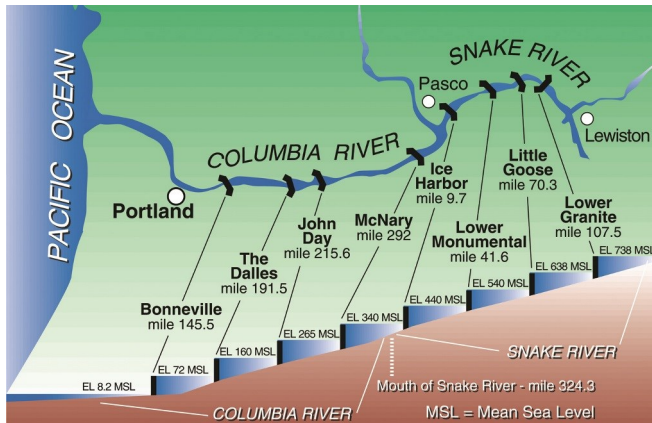


COLUMBIA SNAKE RIVER SYSTEM FACTS



Deep Draft Channel Facts:

- 105 miles, 43 feet deep
- Over 56 million tons of international trade in 2018
- At least \$21 billion in cargo value
- 40,000 local jobs are dependent on this trade

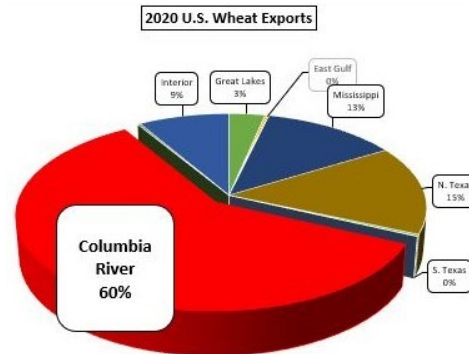
Inland Navigation Facts:

- 360 miles, 14 feet deep, from Portland/Vancouver to Lewiston, Idaho
- Over 8.6 million tons of commercial cargo in 2018
- Important gateway for U.S. wheat and forest products
- Over 25,000 cruise passengers in 2018, with over \$15M in direct economic benefits to the region

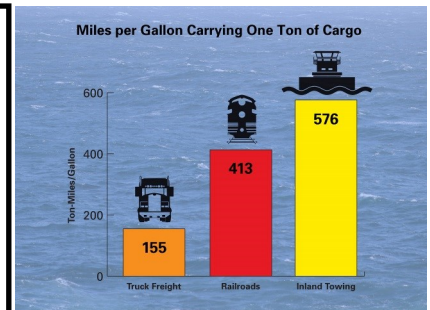
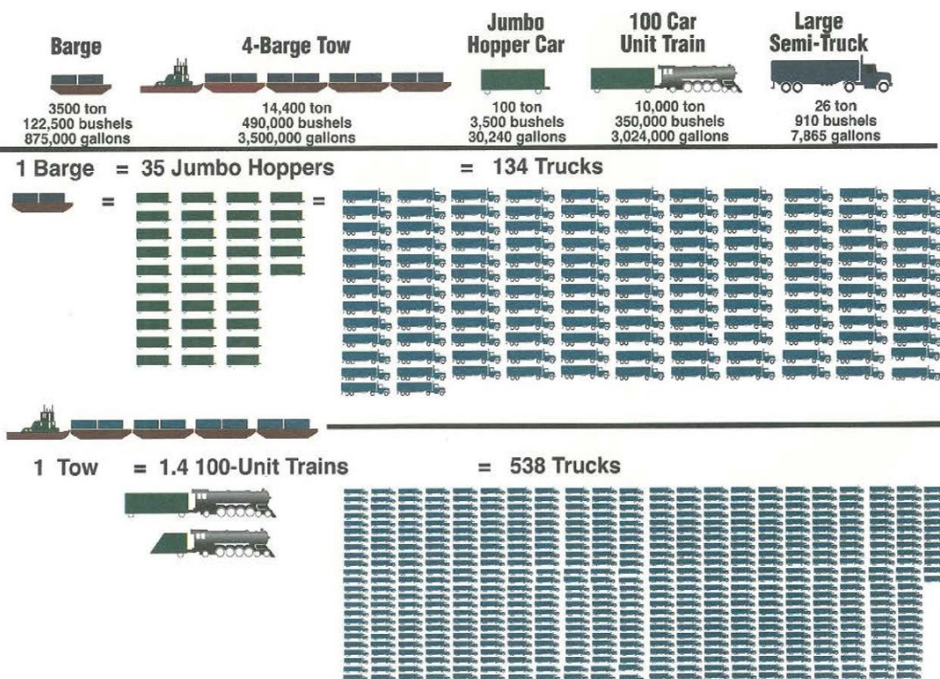
River System Highlights

- #1 U.S. wheat exports
- #2 U.S. corn and soy exports
- #1 West Coast wood exports
- #1 West Coast mineral exports
- #1 West Coast auto exports

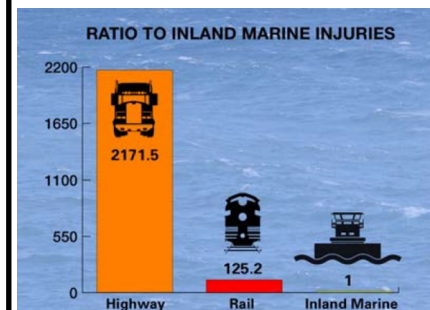
2020 U.S. Wheat Exports



Freight Comparison of Barges, Trains and Trucks



Barging is the safest method of moving cargo, with a lower number of injuries, fatalities and spill rates than both rail and trucks. It is also the most fuel efficient and has the lowest emissions.





Major commodities on the Columbia Snake River System



Wheat barge on the inland
Columbia Snake River System

Wheat The Columbia Snake River System is the nation's single largest wheat export gateway, transporting over 60% of all U.S. wheat to markets overseas. Eleven states export through our rivers, which moved over 15 million metric tons of wheat in 2020. Barging plays a key role in this transportation system, and fed over 3.8 million tons of wheat to the deep draft Lower Columbia River in 2018. Each year, nearly 10% of all U.S. wheat exports move by barge just on the Snake River.

Soy The Columbia River is second in the nation for soy exports, with over 8.4 million metric tons transported in 2020. The majority of this product originates in Minnesota, Iowa, Nebraska, North Dakota, South Dakota, Kansas, and Missouri and is moved to the Lower Columbia River by rail. The beans are destined for ports in East Asia, with China as the top buyer. Soy exports are expected to grow in the future.



Grain vessel loading on the
deep draft Columbia river

Wood products In 2016, 2.7 million tons of logs were exported, primarily out of Longview, WA and destined for China. 62% of Washington State's log exports move from the Port of Longview and neighboring Weyerhaeuser and Kapstone facilities, helping to make this river system the top exporter of logs on the West Coast. Wood products are also a major commodity on the inland barging system. Each year, around 250,000 tons of wood chips are barged from Lewiston, Idaho and turned into pulp for paper production at mills on the lower Columbia River.

Autos The Columbia Snake River System is a national leader for auto imports and exports. In 2016, 87,500 Subarus were imported at the Port of Vancouver while at the Port of Portland, over 240,000 Hondas, Toyotas, and Hyundais were imported. After testing and final assembly at the ports, the vehicles are shipped throughout the country for final sale. The Port of Portland is the top auto export gateway on the West Coast, with over 50,000 cars sent to Asia in 2016. Both car imports and exports are expected to grow significantly in the next decade.



Longshore workers unloading Subarus
from a roll-on, roll-off "ro-ro" vessel at
the Port of Vancouver USA

Mineral bulks The Columbia River is the top West Coast export gateway for mineral bulks with 3.6 million tons exported in 2016. This includes products like potash which is used in fertilizer, and soda ash which is used to manufacture glass. Potash arrives by train from Saskatchewan, Canada and is unloaded at the Canpotex facility at the Port of Portland. Other mineral bulks are handled by Kinder Morgan, which operates three facilities located at the Ports of Portland, Vancouver and Longview and exports soda ash, bentonite clay, agricultural chemicals and other minerals.

Corn In 2020, 6.1 million tons of corn moved through the Columbia River, making it the second largest corn gateway in the U.S. with 13% of total exports. Corn comes from farms in the Midwest via rail and distributed to facilities on the lower Columbia River for export overseas.

Cruise Cruise boat demand has steadily increased over the last ten years and represents a growing market in the region. Each summer, thousands of passengers enjoy the Columbia and Snake River on cruise vessels which travel the 325 river miles between Vancouver and Clarkston. Over 25,000 passengers visited in 2018 and contributed over \$15M to communities along the two rivers.



Columbia/Snake Cruise Boat Passengers

