

The Columbia & Willamette River Marine Transportation System (CWRMTS)



History ■ Response Capabilities ■ Regulatory Compliance ■
Transportation Infrastructure

Northwest Marine Terminals Association
Port of Vancouver
April 26, 2013

THE COLUMBIA - SNAKE RIVER SYSTEM

The second longest river system in the U.S. serves the region's international cargo shipping needs from as far inland as Lewiston, Idaho.



History



MERCHANTS EXCHANGE OF PORTLAND





What is the Merchants Exchange?

The Merchants Exchange is a *not-for-profit* organization whose members represent the region's marine transportation system:

-
- Steamship Agents
 - Tug and Barge Operators
 - Port Authorities
 - State and Federal Agencies
 - Railroad
 - Private Terminals
 - Ship Chandlers
 - Admiralty Law Firms
 - Marine Surveyors
 - Industry Associations
-



Merchants Exchange History

In 1879, Boss Shenck's Saloon on the Portland Waterfront was an early gathering place for the Maritime trade. News of ship arrivals was posted by patrons, and the establishment became the birthplace of the Merchants Exchange.





Merchants Exchange Mission Statement

To be the leading provider of information and related services to all stakeholders of the Pacific Northwest intermodal transportation system and to support related business interests for domestic and foreign commerce.



Services

➤ Marine Intelligence

- Vessel Tracking
- Data Capture

➤ Maritime and Vessel Communication Services

➤ Bar Status Reporting

➤ Reports and Publications

➤ Vessel and Cargo Statistics

➤ Association Management

➤ Fiduciary Agent – Port Security Grant Program



Marine Intelligence

Automated Secure Vessel Tracking System™

16:19 UTC Trip history Logout

Asset GRAND IRIS_698
Trip: GRAND IRIS_698
Date: 05/10/2003
Time: 14:12:05
Lat: 46.2187
Lon: -124.33
Location Type: Enroute

rip: GRAND IRIS_698-Date: 05/10/2003-Time: 14:12:05-Lat: 46.2187-Lon: -124.33-Location Type | 1 : 1,099,8

Automated Secure Vessel Tracking System™

16:16 UTC Trip history

Legend on/off

- Inland Waterways
- Aqueduct/Canal/Flume
- Canada
- Major Roads
- Railroads
- Major Cities
- Rivers
- Parks
- Lakes
- Provincial Borders
- Indonesia
- Indonesia Outline 1
- Indonesia Outline 2
- Administration_polyline
- Malaysia
- Malaysia State Capitals
- Highways
- Malaysia Districts
- Malaysia States
- Mexico
- Major Roads
- Highways
- Airports
- US Mexico Border Cross
- Truck Rail Transfer Fac
- Railroad
- Mexico states
- World Image and Borders
- International Borders
- State/Provincial Border
- World Hillshade (longer)

1 : 5,393,904 831 x 5



Marine Intelligence

- Real-time tracking of vessel movement between Astoria and Portland
- 96-hour advance notification of ship arrival and departures
- Electronic filing of required documents for the MFSA Vessel Response Plan
- Data capture, database maintenance and archiving



Bar Status Reporting

From: Merchants Exchange of Portland

To: wainwright@pdxmex.com

Subject: Columbia River Bar Status Update

Please note that the Columbia River status is now **YELLOW**

Some inbound or outbound delays can be expected.

Gale force winds and heavy seas thru tonight.

This information is provided as a courtesy to our membership. Weather conditions change frequently, and this information may not be accurate. This status report is updated according to the latest information we have received from the Columbia River Bar Pilots.

Regards,
Merchants Exchange of Portland, Oregon

To check CR Bar Status – please see www.pdxmex.com.



Reports and Publications

- Vessel Activity Report
- Ships by Location
- 4-Day Lightship Report
- Custom Reports

Report last updated on 03/21/2011 at 16:35.

Ship By Location

Keywords:

(Keyword Searches "ShipName", "Berth", "Agent", "Flag")

ShipName	Port - Berth	Arrival Date	Status	Agent	Flag
ACE BULKER	Vancouver, WA - 2, BERTH 1	03/16/2011 22:25	in port	PACIFIC MV SHIP & CARGO SERVICES (USA) INC	PANAMA
AMALFI	Kalama, WA - EXPORT	03/21/2011 06:20	in port	CASCADE MARINE AGENCIES	MARSHALL ISLANDS
ANGELA	Portland, OR - BERTH 603	03/19/2011 05:35	in port	FRITZ MARITIME AGENCIES	PANAMA
BARGE CASCADES & TUG	Vancouver, WA - COLUMBIA INDUSTRIAL PARK	03/17/2011 14:40	in port	WESTERN OVERSEAS CORPORATION	UNITED STATES
BARGE FOSS 248 P2	Portland, OR - FOSS TERMINAL	01/13/2011 15:15	in port	FOSS MARITIME	UNITED STATES
BBC PLATA	Vancouver, WA - 2, BERTH 8	03/19/2011 20:40	in port	GENERAL STEAMSHIP	ANTIGUA & BARBUDA

4 Day Lightship Report 03/21/2011 to 03/24/2011 *Arrival*

Keywords: Sort By:

Report last updated on 03/21/2011 at 13:43.

Date: 03/21/2011

Vessel Name	Flag	From	Time	E**	Designations
PRINCESS ALIEL	PANAMA	Japan, Kanda	14:00	<input type="checkbox"/>	
Agent	Lloyds	Tugs	Port	Berth	
WILHELMSEN	9237383	UNKNOWN	Astoria, OR	ANCHOR	

Vessel Name	Flag	From	Time	E**	Designations
GENCO MARINE	CHINA	Japan, Hakata	18:00	<input type="checkbox"/>	
Agent	Lloyds	Tugs	Port	Berth	

Vessel Activity Report for 03/21/2011 (i.e. - MM/DD/YY or MM/DD/YYYY)

Keywords:

Arrivals

Vessel	Last Port	Next Port	Berth	Light Ship	Leave Up	River	ETA	ATA
PAN DYNAMIC	South Korea, Incheon	Astoria, OR	ANCHOR	06:00	08:45		07:00	08:45
MAPLE GALAXY	South Korea, Ulsan	Vancouver, WA	2, BERTH 5	07:00	09:00		15:00	
GEORGIOS P	Australia, Kwinana	Longview, WA	CHINOOK	11:30	13:15		16:30	
PRINCESS ALIEL	Japan, Kanda	Astoria, OR	ANCHOR	14:00			15:00	
GENCO MARINE	Japan, Hakata	Astoria, OR	ANCHOR	18:00			19:00	
FLORIDA VOYAGER	Richmond, CA	Portland, OR	CHEVRON	22:00			07:00	
RANUNCULUS	China, Lianyungang	Longview, WA	ANCHOR	23:30			04:30	

Harbor Move

Vessel	Last Port	Berth	Next Port	Berth	ETD	SET	ATD	ETA	ATA	CJ
MANNA	Kalama, WA	EXPORT	Kalama, WA	ANCHOR	04:30	<input checked="" type="checkbox"/>	05:10	05:30	05:34	<input checked="" type="checkbox"/>

Inter-Port Move

Vessel	Last Port	Berth	Next Port	Berth	ETD	SET	ATD	ETA	ATA	CJ
PORT ALICE	Astoria, OR	PIER 1 FACE	Longview, WA	BERTH 6	21:00	<input checked="" type="checkbox"/>	21:06	01:00	03:00	<input type="checkbox"/>
AMALFI	Longview, WA	ANCHOR	Kalama, WA	EXPORT	04:30	<input checked="" type="checkbox"/>	04:25	05:30	06:20	<input checked="" type="checkbox"/>
WESTWOOD OLYMPIA	Longview, WA	WEYERHAEUSER CARGO	Portland, OR	BERTH 605	02:00	<input checked="" type="checkbox"/>	02:00	06:00	06:30	<input type="checkbox"/>



Reports and Publications

- Daily Grain Bulletin
- Quarterly Newsletter

Merchants Exchange Grain Committee
 200 SW Market Street, Suite 190
 Portland, OR 97201
 Phone: (503) 228-4361 Fax: (503) 295-3660
 E-Mail: Wright@pdxmex.com or Long@pdxmex.com or Chilafae@pdxmex.com

Daily Grain Bulletin
 Friday
 March 18, 2011

Would you like to subscribe to the Grain Bulletin? Please contact us at the above phone number for subscription rates!
 To receive your Bulletin via E-Mail, please provide us with your e-mail address.

*SWM AND WHITE CLUB WHEAT BIDS DECEMBER 2010 – MARCH 2011 ARE FOR RAIL DELIVERY ONLY!!!!
 **PLEASE NOTE THAT SWW AND WHITE CLUB WHEAT ARE DELIVERED BY UNIT TRAINS OR BARGES ONLY FOR APRIL*

	Mar*	Apr*	May**	Jun**	Jul**	Aug NC**
NO. 1 SOFT WHITE WHEAT	715-720	705-720	715-720	715-720	690-720	710-720
NO. 1 WHITE CLUB WHEAT	720-765	N/A	N/A	N/A	N/A	N/A
HARD RED WINTER WHEAT				Over the MAY		Aug NC
11.5% Protein	850-885	+20-40				865-870
12% Protein	880-925	+50-80				
13% Protein	940-1005	+110-160				
DARK NORTHERN SPRING WHEAT 14% Protein				Over the MAY		Aug NC
1108-1133		+240-285				982-1007
WHEAT GTN 14% Protein	1148-1168	N/A				
NO. 2 BARLEY						
Unit Trains and Barges Export	N/A					
Domestic	N/A					
NO. 2 YELLOW CORN						
Single Rail Car Full Coast	N/A					
Single Rail Car Portland Delivery	277.00					

EXPORT NEWS: Reported by the USDA Livestock & Grain Market News Service. There were no new confirmed exports sales reported overnight for PNW loadout.

MARKET NEWS: USDA reports shipments in **thousand tons** for week ending **March 10, 2011**, with accumulated shipment in () and previous year in []:

	WHEAT	690.7	(23971.2)	[16400.2]	CORN	880.6	(22536.0)	[22814.2]
	SOYBEANS	838.7	(32583.1)	[31855.9]	SORGHUM	66.3	(1553.6)	[1782.5]
	BARLEY	0.0	(94.3)	[65.0]				

*** Total commitments in thousand tons with last year in ():

	WHEAT	32452.0	(20306.3)	CORN	35482.7	(33083.4)	SOYBEANS	39957.3	(35924.8)
	SORGHUM	2605.8	(2692.9)	BARLEY	100.5	(94.4)			

PIK DAILY WHEAT AND GRAIN Market rates for March 18, 2011 (cents per bushel)

MERCHANTS EXCHANGE OF PORTLAND, OREGON

200 SW Market Street, Suite 190 • Portland, Oregon 97201 • Tel: 503-228-4361 • Fax: 503-295-3660 • www.pdxmex.com

Winter 2013 Newsletter

BCDRP To Be Unveiled at 2013 MEX Annual Meeting

Port Security Grant Program (PSGP) Announcements

Maritime Commerce Club (MCC) News

Clean Rivers Cooperative (CRC)

Maritime Fire & Safety Association (MFSA)

Columbia River Customs Brokers & Forwarders Association (CRCB&FA)

MEX Scholarship

Pacific NW Grain & Feed Association (PNWGFA)

Employee Spotlight

BCDRP To Be Unveiled at 2013 MEX Annual Meeting

Merchants Exchange of Portland is unveiling their new Business Continuity and Disaster Recovery Plan (BCDRP) and invites local industry to participate at the 2013 MEX Annual Meeting on March 1, 2013.

The Merchants Exchange's Business Continuity and Disaster Recovery Planning project will culminate in a Disaster Planning and Recovery Seminar on March 1, 2013. All industry stakeholders are invited to attend.

In February of 2012, the Merchants Exchange of Portland received a Port Security Grant to produce a comprehensive business continuity and disaster recovery plan. Because the Merchants Exchange provides real time services to much of the industry, business continuity for the Merchants Exchange is important to many of its members and stakeholders maintaining their functions.

The Merchants Exchange retained Avalution Consulting Company to carry out the planning work in the summer of 2012 and the project started with a survey of Merchants Exchange members' customers. This survey gathered information about the general state of planning throughout the industry and member priorities for Merchants Exchange services under normal and emergency conditions.

With the help of Avalution Consulting Company, Merchants Exchange is now in the process of completing a disaster recovery plan that addresses all hazard situations and all sections of Merchants Exchange operations.

The final component of this project is a seminar to discuss the Merchants Exchange's findings and process and invite industry stakeholders to discuss ways to coordinate disaster recovery

Merchants Exchange Annual Meeting March 1, 2013

Seminar Start

7:30a – 8:00a: Introductions of Stakeholders and Participants

8:00a – 8:30a: Discuss High-Level Results of the Business Continuity and Disaster Recovery Program

8:40a – 9:25a: Guest Presenters Segment
 9:35a – 10:20a: Panel Discussion Segment 1: Coordination among Maritime-Related Organizations to a Wide-Scale, Regional Event

10:30a – 11:15a: Panel Discussion Segment 2: Communication among Maritime-Related Organizations during a Wide-Scale, Regional Event

11:15a – Annual Meeting and Lunch
 Best Practices, Opportunities for Future Collaboration, Next Steps, Final Comments

Space is limited! Contact Margerie at sedam@pdxmex.com to register!

throughout the region. The seminar will be held in conjunction with the Merchants Exchange Annual Meeting in the 200 Market Building on March 1, 2013.

Any questions regarding the Business Continuity and Disaster Recovery Plan should be directed to Robin Wright, MEX Administrator at (503) 220-2088 or wright@pdxmex.com.

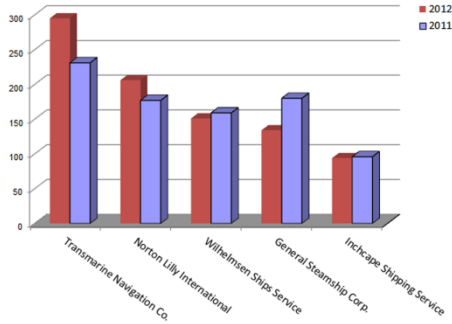


Vessel and Cargo Statistics

2012 Year End Statistics

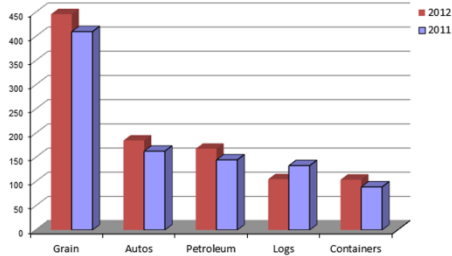
Top 5 Vessel Agents (vessel calls) 2012 2011 Rank

	2012	2011	Rank
Transmarine Navigation Co.	295	231	1
Norton Lilly International	206	177	3
Wilhelmsen Ships Service	151	159	4
General Steamship Corp.	134	180	2
Inchcape Shipping Service	94	96	6



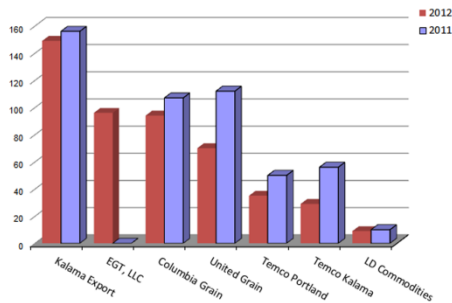
Top 5 Cargos (vessel calls) 2012 2011 Rank

	2012	2011	Rank
Grain	446	410	1
Autos	185	163	2
Petroleum	168	145	3
Logs	105	133	4
Containers	104	89	5



Grain Terminals (vessel calls) 2012 2011 Rank

	2012	2011	Rank
Kalama Export	149	156	1
EGT, LLC	96	NA	NA
Columbia Grain	94	107	2
United Grain	70	112	3
Temco Portland	35	50	4
Temco Kalama	29	56	5
LD Commodities	9	10	6

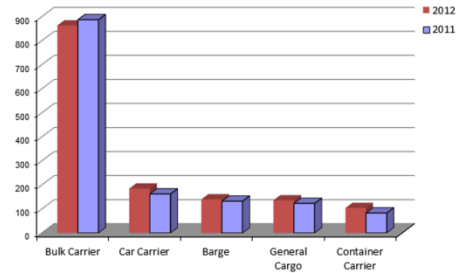




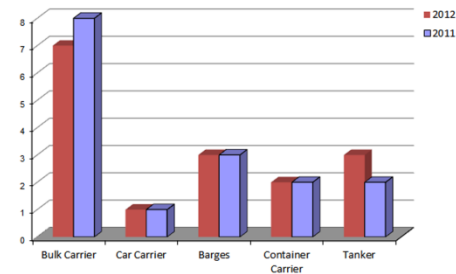
Vessel and Cargo Statistics

2012 Year End Statistics

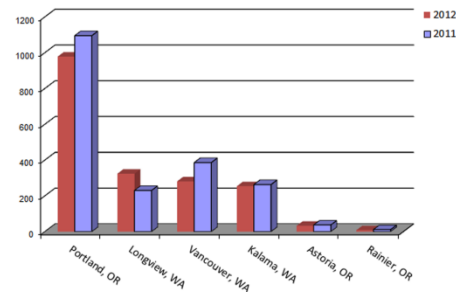
Top 5 Ship Types (vessel calls)	2011		
	2012	2011	Rank
Bulk Carrier	863	887	1
Car Carrier	185	162	2
Barge	140	132	3
General Cargo	136	123	4
Container Carrier	104	83	6



Average Stay in Port (days)		2012	2011
Bulk Carrier	7	8	
Car Carrier	1	1	
Barges	3	3	
Container Carrier	2	2	
Tanker	3	2	



Vessel Calls by Port	2011		
	2012	2011	Rank
Portland, OR	978	1095	1
Longview, WA	324	230	4
Vancouver, WA	281	386	2
Kalama, WA	254	263	3
Astoria, OR	33	37	5
Rainier, OR	8	11	6





Association Management

The Merchants Exchange provides extensive association administration, financial and program management services to eight maritime-related associations:

-
- Clean Rivers Cooperative, Inc.
 - Columbia River Customs Brokers & Forwarders Association
 - Columbia River Shippers Association
 - Maritime Commerce Club
 - Maritime Fire & Safety Association (“MFSA”)
 - Merchants Exchange Scholarship Fund
 - Pacific Northwest Grain & Feed Association
-



Partnerships



In 1992, Maritime Fire and Safety Association, Columbia River Steamship Operators Association, and Clean Rivers entered into a partnership to share expenses and resources to provide spill response coverage for the Lower Columbia and Willamette River System.

Merchants Exchange, as general service contractor, provides specified administrative and managerial services to MFSA and Clean Rivers today.

Clean Rivers Cooperative, Inc.



What is Clean Rivers?

- Founded in 1971 as a nonprofit membership-based Oregon cooperative corporation
- Clean Rivers acts as the Oil Spill Response Organization (ORSO) providing mutual aid to a variety of oil handling companies on the Columbia and Willamette Rivers
- With the passing of the Oil Pollution Act of 1990 and similar state oil pollution laws, Clean Rivers membership has grown to 23 member companies from the petroleum, shipping and wood products industries

Clean Rivers Membership

- BP
 - Columbia Pacific Bio Refinery
 - Chevron
 - Phillips 66
 - Exxon Mobil
 - Foss Maritime
 - Georgia-Pacific (Camas)
 - ICTSI Oregon, Inc.
 - Kinder Morgan Energy Partners
 - Longview Fibre Co.
 - NuStar Terminals (Portland)
 - NuStar Terminals (Vancouver)
 - Olympic Pipe Line Co.
 - Owens Corning Sales LLC
 - Paramount Petroleum
 - Portland General Electric
 - Pacific Terminal Services
 - Shell Oil Products US
 - Tesoro Refining & Marketing
 - Tidewater Barge Lines
 - Vigor Industrial LLC
 - Weyerhaeuser Paper Co.
-

Clean Rivers/MFSA Equipment

- Clean Rivers and MFSA co-own one of the largest inventories of response equipment on the Columbia and Willamette River System
- Equipment is dedicated to the Columbia and Willamette River System
- Equipment is strategically staged within the CRMTS to ensure a quick and efficient response

Boom

- 11,400 ft of 12 in.
- 1,000 ft of 40 in.
- 45,400 ft of 20 in.
- 700 ft of 30 in.

62,600 total feet in boom

OSRVs

- HW Zarling
- Mark O. Hatfield
- MFSA 1
- Clean Rivers 1

All are 34-foot Kvichaks with an EDRC of 3,720 per vessel.

Clean Rivers/MFSA Equipment

Portable Skimmers

Clean Rivers has 34 portable skimming devices that have a total EDRC rating of 58,573.

Land-Based Storage Capacity

Clean Rivers has ten 1,000 gallon Portable Fast tanks and millions of barrels of storage made available by member facilities.

Mobile Equipment

CRC & MFSA have the best mobile equipment in the Northwest, including a fully stocked care trailer, injured wildlife transport vehicle, generator system and portable net-pens.

On-Water Storage Capacity

Clean Rivers has six Shallow Water Recovery Barges equipped with Lori Skimmers having an EDRC of 2,473 per barge. In addition, Clean Rivers has five Shallow Water Barges and seven 2,500 gallon Towable Bladders available for use to store spilled product.



Clean Rivers Response Personnel

Service agreements are maintained with independent spill response contractors to provide clean-up services to Clean Rivers membership.

NRC Environmental Services

- Offices in Portland, Oregon as well as Seattle, Tacoma, Pasco and Spokane, Washington
- Provides over 48 trained responders to operate our equipment including additional responders as available in the NW and California

International Bird and Rescue Center

provides Clean Rivers with 25 trained wildlife response personnel and responders, and a 4-hour dispatch of initial teams.



Maritime Fire and Safety Association (MFSA)





What is the Maritime Fire and Safety Association (MFSA)?

MFSA is a *not-for-profit* membership association established in 1983, consisting of:

- Public Ports
- Private Terminals,
- and the Columbia River Steamship Operators Association (“CRSOA”)

MFSA was originally created with the purpose of training and equipping land-based firefighters for facility and vessel firefighting response.



MFSA Mission Statement

To promote safety, fire protection and enhanced navigation on the Lower Columbia and Willamette Rivers.



MFSA History

M.V. Protector Alpha - 1982





MFSA

MFSA secures funds through vessel fees to promote fire protection, safety, and the enhancement of navigation on the Columbia and Willamette Rivers in order to facilitate development of the maritime assets of the region.

Members

- Public Ports
- Private Terminals

Fire

- Training & Equipment
- Mutual Aid
- Maritime Fire Safety Plan
- Multi-Hazard Response

Oil

- Oil Spill Contingency Plan
- PRC
- CRSOA

Communications

- Merchants Exchange Operating Agreement
- VHF Microwave Radio



F-PAAC Response System

- 12 Participating Agencies
- Mutual Aid Agreements
- Reimbursement Mechanism
- Training
- Equipment Caching
- Lower Columbia & Willamette River System



MFSA Specialized Equipment

- CO² kits and monitoring equipment
 - Cutting tool
 - Pre-arranged contracts for bulk CO²
- Large volume foam storage and delivery
- Confined space rescue equipment
- High angle rescue equipment
- Thermal coupling devices
- SCBA, Cascade Air Systems
- Extensive communication system



F-PAAC Member Agencies

-
- Astoria Fire Department
 - Clark County Fire District #6
 - Clark County Fire & Rescue
 - Clatskanie Rural Fire District
 - Columbia River Fire & Rescue
 - Cowlitz Co. Fire District #1
 - Cowlitz Co. Fire District #5
 - Cowlitz 2 Fire & Rescue
 - Longview Fire Department
 - Portland Fire & Rescue
 - Scappoose Rural Fire District
 - US Coast Guard – Sector Columbia River
 - Vancouver Fire & Rescue
-



MFSA Communications System





MFSA Communications System

Command and Control
Microwave Repeater System
Using Simulcast Technology
with Continuous VHF FM
Radio Coverage between
Astoria and
Portland/Vancouver



Shown: Nicolai Mountain



Master Oil Spill Contingency Response Plan

Developed in 1992 in cooperation with Columbia River Steamship Operators Association (CRSOA) and State Agencies to meet State regulations for oil spill response for self-propelled vessels over 300 gross tons and oil barges.

- Oregon State Bill 242
 - Washington House Bill 1027
 - Oil Pollution Act of 1990 (Tank Vessels)
-
- Covers vessels calling the ports of the Columbia and Willamette Rivers.
 - Continuous State approval.
 - Achieve participation in regulatory process.
 - Meets local stakeholder needs.



MFSA Vessel Response Plan Field Guide Document

A	MFSA VESSEL RESPONSE PLAN COLUMBIA RIVER SYSTEM APPENDIX A - SHIPBOARD FIELD GUIDE	Appendix A Page No.: 1 of 6 Date: 10.26.07 Rev. No.
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(Figure 2.a) Columbia and Willamette Rivers
States of Oregon and Washington

Keep this check-list where it can always be located by vessel personnel!

ATTENTION: This "Field Guide" - **Emergency Procedures Check-list** must be on board the vessel prior to entering the Columbia River for the Columbia and Willamette Rivers and posted at all times. This document replaces all prior "on-board" field guide documents.

OIL SPILL RESPONSE -- EMERGENCY PROCEDURES

EVERY SPILL MUST BE REPORTED Fines and/or Imprisonment for Failure to Report Oil Spills are possible.

RESPONSIBLE PARTY (SPILLER) MUST:

1) STOP FLOW OF PRODUCT	Quickly close valves and secure
2) SHUT OFF IGNITION SOURCES	Kill motors, electrical circuits, open flames, etc.
3) WARN PERSONNEL	Enforce safety and security
4) INITIATE CONTAINMENT	Deploy on the deck and/or in the water – oil boom or sorbents.
5) DEPLOY TRACKING DEVICE	Mark leading edge of spill with device (lighted if at night)



DO NOT use dispersants on the oil spill. To do so without rigid governmental approval will result in fines and/or imprisonment.

NOTIFICATIONS TO BE MADE BY RESPONSIBLE PARTY (SPILLER):

5) MFSA	Call 503-220-2055 (24-Hour Emergency Line) or Radio Channels VHF 16 (156.8), VHF 18A (156.9) or MFSA call sign "WHW 656". Give details about the spill.
6) U.S. Coast Guard	1-202-267-2675 or 1-800-424-8802 (use report form on reverse)
7) Oregon Emergency Management Division (OEMD)	1-503-378-6377 or 1-800-452-0311
8) Washington Emergency Management Division (WEMD)	1-253-912-4904 or 1-800-258-5990
9) Vessel Owner/Agent	

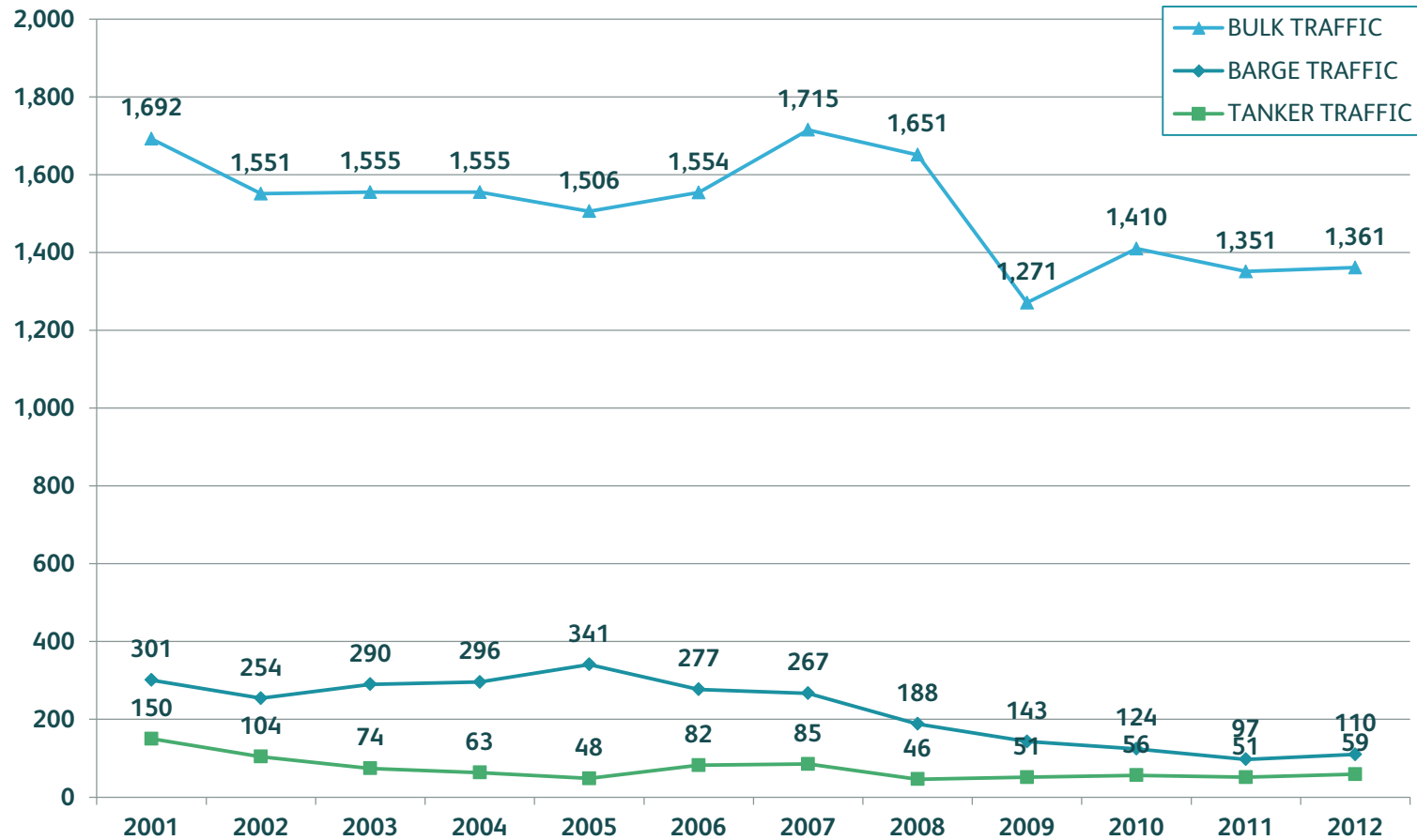
MFSA WILL NOTIFY:

10) RESPONSE ORGANIZATION (Primary Response Contractor)	Immediate response with pre-staged equipment, vessels, personnel, initiate containment, recovery, cleanup and disposal in accordance with the plan.
11) OWNER/AGENT	Reminder of vessel liability & responsibility to assume response operations in accordance with the plan.
12) INTERIM SPILL RESPONSE COORDINATOR	Coordinates response until relieved by Vessel, up to first 24 hours.



MFSA Statistics

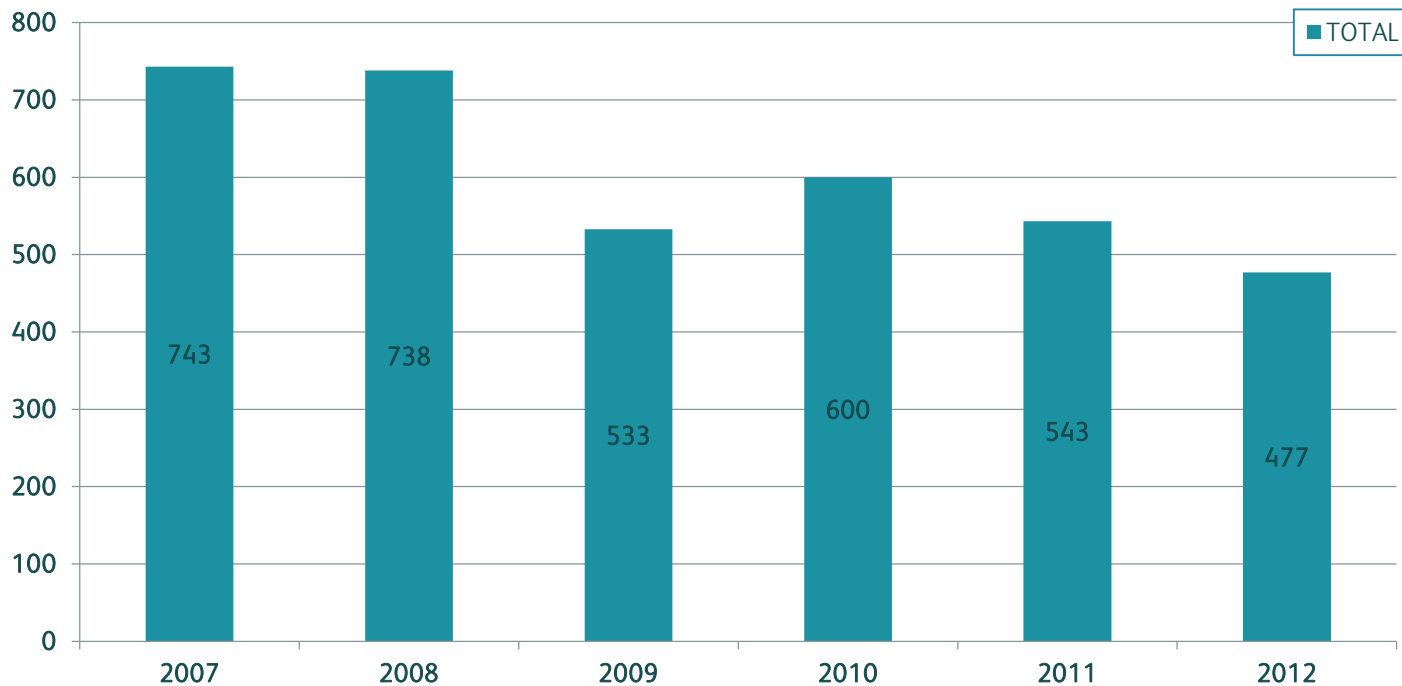
Vessel Traffic by Year and Type, 2001-2012





MFSA Statistics

Bunker Jobs by Year, 2007-2012





MFSA Spill Statistics

Year	Number of Responses	Total Gallons Spilled	Average Gallons Per Spill	Vessel Count *Bulk, Tanker and Ocean-Going Barges	% of Vessel Count = Tankers & Barges
2000	11	274	25	2223	18.5 %
2001	15	551	37	2143	21.0 %
2002	5	32	6	1909	18.8 %
2003	11	29	3	1919	19.0 %
2004	2	1	1	1914	18.8 %
2005	3	75	25	1895	20.5 %
2006	5	661	132	1913	18.8 %
2007	2	5	3	2067	17.0 %
2008	11	141	13	1885	12.4 %
2009	1	0	0	1465	13.2 %
2010	6	6	1	1590	11.3 %
2011	7	820	117	1499	9.9 %
2012	5	57	11	1530	11.0 %



Regulatory Compliance



Vessel Plan Requirements from House Bill 1186

1. Administrative Changes to Plan (July 14, 2013)

Binding Agreement

- Respond to Significant Threat of Spill
- Unified Command

Provide more details on products covered under plan

- Update plan with more details on products carried
- Modify Covered Vessel Report to provide additional details on products carried

Supplement Resources – MFSA's plan currently meets this requirement



Vessel Plan Requirements from House Bill 1186

2. Planning Standards

Phase One

- Group 5 Oils – develop 3rd party resources to respond
- Dispersants – is covered through Supplement Resources arrangement
- Aerial Surveillance – greater details needed on assets available and formal LOI

Phase Two

- Vessels of Opportunity (VOO) – Need 12 vessels in LCR
- Aerial Surveillance – have proposal for additional assets
- Technical Manual – Cathlamet area (CRC)
- Cathlamet Area 4-hour standard

Phase Three

- Aerial Surveillance – have additional assets in place



Transportation Infrastructure



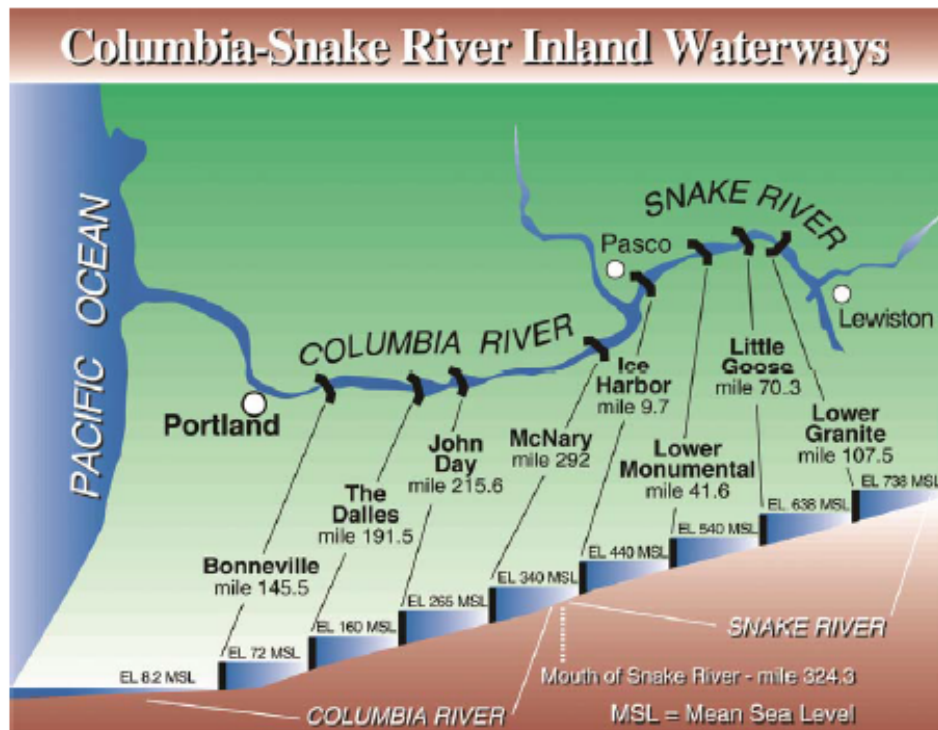
Lower Columbia River Channel

- 43' channel extends 105 miles inland
- 42 million tons of international trade in 2010
- \$20 billion in cargo value for 2010
- 40,000 jobs depend on the channel



Inland Columbia/Snake River Channel

- 14' channel depth; extends 365 miles inland - 8 locks
- 10M tons of cargo annually
- Average annual value of \$3B
- Keeps 700,000 trucks off highways that run through Columbia River Gorge



Grain Elevators on the CSRS

25 grain elevator locations on the CSRS

First new grain export facility in North America in 25 years built at Longview



Nearly half of all LCR wheat exports arrive by barge

WHEAT - #1 in U.S. exports

SOY - #2 in U.S. exports

Third largest grain export gateway in world



*Graphic:
Port of Portland*

Columbia/Snake Project Priorities

- 🚢 Maintain Lower Columbia River deep draft channel at 43'
- 🚢 Begin major rehabilitation of jetties at Mouth of Columbia River
- 🚢 Partner with stakeholders to identify other needs (stern buoys, anchorages, etc.)
- 🚢 Dredge Lower Snake navigation channel in winter 2013/14
- 🚢 Identify & fund future inland lock repair needs



GOAL: Protect the efficiency & reliability of our system

THE COLUMBIA - SNAKE RIVER SYSTEM

The second longest river system in the U.S. serves the region's international cargo shipping needs from as far inland as Lewiston, Idaho.



Questions?



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