

# Columbia Snake River System Facts



Navigation is the lowest cost, least polluting form of transportation



### Deep Draft Channel Facts:

- 105 miles, 40 feet deep
- Currently being deepened to 43 feet
- 40 million tons of cargo each year
- \$17 billion in cargo value for 2009
- 40,000 local jobs are dependent on this trade

### Inland Navigation Facts:

- 360 miles, 14 feet deep, from Portland/Vancouver to Lewiston, Idaho
- 10 million tons of commercial cargo each year
- \$1.5-2 billion value annually
- Half of all Columbia River wheat exports arrive by barge

### Tourism Facts:

- 15,000 passengers per year on day trips, dinner cruises, and overnight journeys
- \$15-20 million revenue for local economies

### Columbia Snake River Highlights

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- #1 U.S. wheat export gateway
- #1 U.S. barley export gateway
- #1 West Coast wood exports
- #1 West Coast mineral bulk exports
- #2 West Coast auto imports

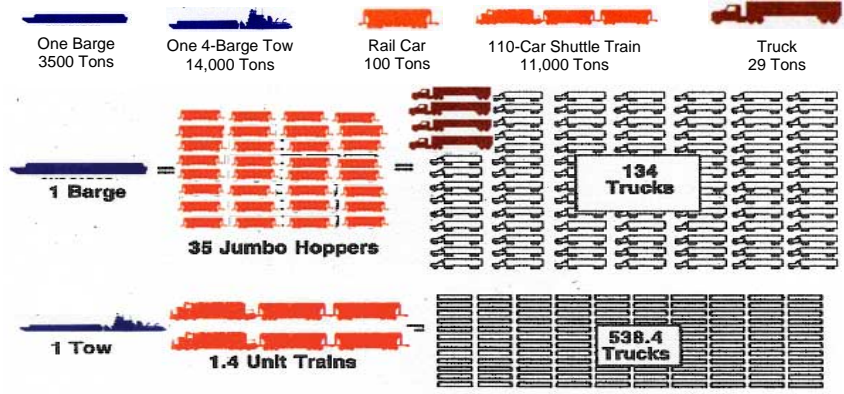
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Third largest grain export gateway in the world

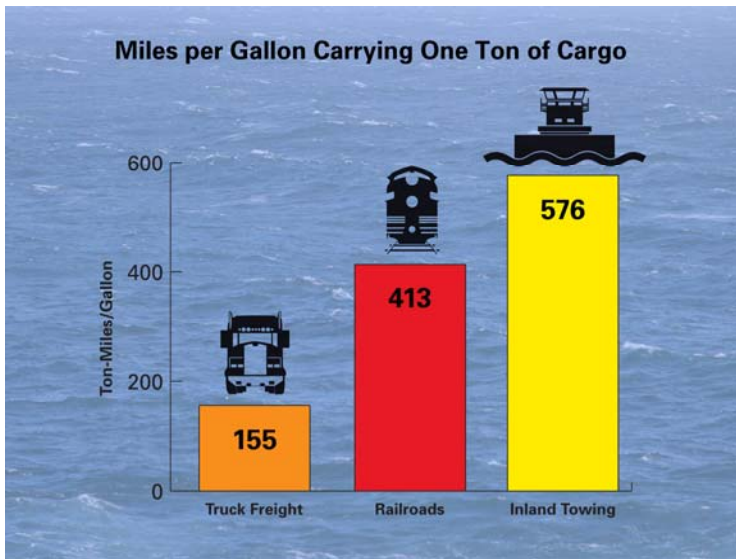
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Each year, barging keeps 700,000 trucks off the highways that run through the sensitive airshed of the Columbia River Gorge

### Freight Comparison of Barges, Trains and Trucks on the CSRS



One 60,000 ton Panamax vessel = 4 - 5 barge tows = 600 rail cars = 2,400 semi-trucks



Barges can carry more freight, and are the most fuel efficient mode of transportation

Source: U.S. Maritime Administration



Source: Texas Transportation Institute, Texas A&M University, for the U.S. Maritime Administration

### Idaho

Idaho exported \$1,778.8 million in agricultural products in 2008; most of this product left the U.S. via the Columbia River. Over 50% of Idaho's wheat is exported, mostly through the Columbia River. In addition, 30-40% of the barley and 50-60% of the peas/lentils grown in Idaho are exported via the Columbia River.

About 8,000 - 11,000 containers are exported through the Port of Lewiston by barge each year. Additional containers carrying export cargo are trucked to Columbia River ports. Once again, these facts prove the Columbia River is a critical part of the nation's transportation system.

### Montana

The Lower Columbia River is the most direct and economical gateway for Montana wheat exports. Of the 134.6 million bushels of wheat produced in Montana in 2004, 72.9 million were exported through the Columbia Snake River System to Asia. At least 99% of wheat exported from Montana through the Pacific Northwest is transported through the river system.

According to the "2009 State of Montana Export Summary," over \$400 million in wheat exports were reported for the state last year. Bulk wheat and other agricultural commodities are shipped to Pacific Northwest grain facilities destined for export to Japan, Taiwan, Korea and the Phillipines.

### Oregon

The Oregon wheat industry depends largely on the Columbia Snake River System to carry its product to market. Approximately 85% of Oregon wheat is exported, largely to Pacific Rim countries. River transport of bulk commodities like wheat, is the most efficient way to move product to the ports.

In 2009, of all product exported through the Portland Harbor, 48% was wheat. 10 million tons of wheat were exported through Columbia River ports.

More than 4 million tons of petroleum products are received at terminals in Portland each year. Approximately half of that volume is barged upriver to inland ports.

### Washington

According to the 2009 State of Washington Marine Cargo Forecast, the total volume of waterborne trade is expected to expand at an average annual rate of 1.7% per year through 2030.

Lower Columbia River grain exports are expected to nearly double from 8.5 million tons today to 15.1 million tons. This increase is due in large part to the deepening of the navigation channel on the Lower Columbia River. The Columbia River Channel Improvement Project is due for completion in November 2010.

## The Importance of the Columbia Snake River System

The Columbia Snake River system is a vital transportation link for the states of Idaho, Montana, Oregon and Washington. The economies of these four states rely on the trade and commerce that flows up and