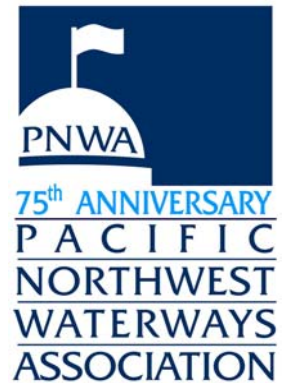


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For immediate release

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Stimulus funding received to complete the Columbia River channel deepening

PNWA is pleased to announce that the Columbia River channel deepening will receive an additional \$26.6 million in stimulus package funding to complete the project. The FY2009 Omnibus appropriations bill provided funding to complete nearly all of the sand dredging and ecosystem restoration for the project. This final increment of funding from the American Recovery and Reinvestment Act of 2009 (ARRA) will allow the Corps of Engineers to remove one mile of rock near St. Helens and complete all of the other work necessary to provide a 43-foot navigation channel from the Mouth of the Columbia River to the Ports of Portland and Vancouver.

"This is a big victory for our state and the entire Northwest," said Senator Murray. "After years and years of work, we are now on the verge of ensuring the Columbia River remains the economic engine of the Northwest. A deeper channel will enable us to accommodate the modern fleet of larger ships which will help save jobs and keep our state's goods moving."

"The region owes a big thank you to U.S. Senator Patty Murray (D-WA) for leading the charge with the Corps and OMB to secure this much-needed funding," said Glenn Vanselow, executive director of Pacific Northwest Waterways Association (PNWA). "We also thank U.S. Representative Brian Baird (D-WA, 3) for joining Sen. Murray in this effort and the entire Northwest Congressional delegation for their long-term support of navigation on the river," Vanselow added.

Completion of the deepening will provide significant economic benefits to the nation and the region:

- \$16 billion in exports and imports are transported via the Columbia River each year.
- The Columbia River is the single largest wheat and barley export gateway in the nation.
- The Columbia is the third largest grain (wheat, corn, soybeans and barley) export gateway in the world.
- An additional 6,000 tons of wheat worth \$1 million can be loaded on each ship in a deeper channel.
- Similarly, a container ship could carry 6,000 tons of additional cargo worth \$10 million (e.g. exported frozen potatoes, vegetables and paper products and imported footwear and apparel).
- Approximately 40,000 jobs, each with an average annual wage of \$46,000, depend upon Columbia River maritime activity. An additional 59,000 jobs are positively influenced.
- Regional exporters save \$68 million a year by shipping their containerized cargo through the Port of Portland as opposed to more distant ports.

About PNWA. For 75 years, PNWA has been the regional leader in working with the U.S. Congress, federal agencies and regional decision makers on federal policy in support of transportation, trade, economic development and environmental sustainability in the Pacific Northwest. . PNWA represents multiple industries in the public and private sectors in Washington, Oregon, Idaho and California. Members include public ports, navigation, transportation, international trade, agriculture, forest products, energy and governmental interests.

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