

Nor'wester newsletter

Issue #667 February 4, 2019

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Listening Session announced for WRDA implementation comment period

As [previously announced](#), the Corps of Engineers is requesting input as they develop implementation guidance for provisions in the Water Resources Development Act (WRDA) of 2018. Comments are due by February 12th and the Corps has just announced a listening session on February 11th from 8:00am-12:30pm Eastern to enable stakeholders to provide input and ask questions. To participate, call 1-800-288-8960. PNWA is currently drafting comments. If PNWA members have input they would like shared, please send that to [Heather Stebbings](#). For more information, visit https://www.usace.army.mil/Missions/Civil-Works/Project-Planning/Legislative-Links/wrda_2018/, and for questions related to the stakeholder listening session, please contact Ms. Ada Benavides at 202-761-0415 or ada.benavides@usace.army.mil.

NOAA releases 2017 U.S. Commercial Fishery landings report

[NOAA's 2017 "Fisheries of the United States"](#) report has been released and several of our PNWA member ports are among the top 50 commercial fish landings in the United States. The Port of Astoria, OR is 10th on the list by quantity with 151 million pounds of fish landed at a

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value of \$40 million; Westport, Washington (Port of Grays Harbor) is 11th with 150 million pounds of fish worth \$64 million; and the Port of Newport is 12th with 112 million pounds of fish valued at \$53 million. The International Port of Coos Bay's Charleston facility is 37th on the list, with 19 million pounds valued at \$28 million, and the Ports of Ilwaco and Chinook combined to rank 44th, with 16 million pounds valued at \$22 million. \$23 million in fish landings also crossed the docks in Seattle, WA and Bellingham's landings were valued at \$23 million. To see the full list of rankings by quantity and value, click [here](#).

NOAA's fisheries report exemplifies the vital economic benefits provided by our nation's coastal ports, including those here in the Northwest. PNWA continues to be a strong advocate for federal funding to ensure navigation channels are dredged, and jetties and other structures are maintained, to provide safe and efficient access to the open ocean for Oregon's and Washington's commercial and recreational fishing fleets.

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