



Nor'wester newsletter

Issue #735 November 10, 2020

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PNWA, partners urge holistic approach to 4-state salmon recovery process

November 10, 2020

Dear Governors Brown, Bullock, Inslee, Little and Governor-Elect Gianforte:

On behalf of over three million of the region's community-owned utility customers and thousands of small businesses, farms, and manufacturers which depend on clean, affordable hydropower, recreation, irrigation, and navigation, we thank you for coming together to actively work on salmon recovery in the Pacific Northwest.

We collectively embrace the critical importance of healthy salmon populations for the Pacific Northwest and its Tribal Nations. The communities and organizations we represent live here and care greatly for the region's natural environment. It is part of our shared Northwest ethic and heritage.

As Northwest states move towards bold clean energy goals, we point out that several of the nation's most respected environmental advocacy groups recently acknowledged hydropower's importance in the nation's fight against climate change.

Regionally, hydropower plays an even bigger role, providing close to half of all our electricity and 90% of our renewable electricity.

As a result, our region has the best carbon-intensive electric service and the most affordable renewable power in the nation. It is crucial that we retain this leadership position in clean and affordable energy to meet the region's equity, environmental health, and economic recovery objectives.

Our respective organizations have never believed there is any inherent conflict between the region's hydropower, irrigation, recreation, and navigation systems and healthy salmon populations. The data reflect this perspective.

Viewed on a decade-by-decade basis, the numbers of adult salmon returning to the Columbia River Basin have seen significant improvements since the lower Columbia River dams and lower Snake River dams were built, bolstered by successful hatchery programs and significant fish passage improvements.

There is no denying, however, that compared to the number of juvenile smolts produced, the overall percentage of returning adults is on the decline. That trend is not unique to the Columbia River Basin.

A new peer-reviewed study published in *Fish & Fisheries* shows there have been near-uniform declines in Chinook salmon survival across the West Coast of North America over the past 50 years.

This finding includes rivers with dams and those without dams, from pristine rivers in Alaska to more urbanized rivers in the Puget Sound. The study shows these declines have averaged approximately 65% over the 50-year period. Research indicates this general trend applies to steelhead and southern coho populations, as well.

Two other studies released this summer also point to the strong relationship between climate change, warming oceans, and declining salmonid health.

In its recently released *Biological Opinion* (B-176), NOAA Fisheries showed that climate change appears to have a much larger effect on Chinook salmon survival in the oceans than in rivers. Alarmingly, NOAA indicates Chinook salmon populations may face extinction in 20 to 30 years if the observed relationships between warming ocean temperatures and salmon survival continue.

Pointing to a more hostile ocean environment, due to ocean-warming and competition from pink salmon, scientists at the University of Alaska (UAF) link the size of Chinook and sockeye salmon in Alaska's

PNWA joined two dozen other region- and state-wide organizations this week in sending letters to the governors and governors-elect of Washington, Oregon, Idaho and Montana, identifying principles that should be adopted to guide the development of a region-wide salmon recovery plan.

The letters request that solutions must consider warming, acidifying oceans; be holistic in nature; assess social costs of carbon; weigh likely socioeconomic and health impacts on under-represented and vulnerable communities; not add to the risk of wildfires and other climate-driven disasters; recognize the Congressionally-authorized

multiple purposes of our river systems; and undergo non-partisan and rigorous scientific testing.

[Read the full letter here](#)

MARAD offers Nov. 18 cargo preference webinar

MARAD invites you to an hour-long webinar discussion of Cargo Preference.

Wednesday, November 18, 2020
10:00 AM Pacific Time

Cargo Preference is a shipping strategy designed to maintain a nation's presence and economic viability in the international shipping market. In short, certain percentages of certain cargo classes must be carried on vessels registered to a nation when the cargo is supported by that nation's federal funding. Such cargo is commonly referred to as "government-impelled," and is typically moving 1) as a direct result of Federal Government involvement 2) indirectly through financial sponsorship of a Federal program or 3) in connection with a guarantee provided by the Federal

Government. Cargo preference applies to all components of the shipping process, not only to the end product.



[Join WebEx meeting here](#)

Access code: 146 759 6907

Meeting password: CargoLaws

Or join by phone

1-8773361839 Call-in toll-free number (ATT Audio Conference)

1-6366510008 Call-in number (ATT Audio Conference)

736 932 6 Access Code

AAPA/MARAD federal grant listening session set for Dec. 3



The American Association of Port Authorities and the U.S. Department of Transportation's Maritime Administration will co-host a Federal Assistance Domestic Preference Interactive Listening Session on Thursday, December 3, from 11 a.m. to 1 p.m. PST. The discussion is intended to raise awareness of domestic preference rules (Buy America and Buy American) and highlight best practices that can minimize project management disruptions arising from these federal grant requirements.

The purpose of this Interactive Listening Session is to solicit comments and feedback from port industry stakeholders regarding U.S. domestic preference laws and regulations that pertain to all port infrastructure projects that utilize federal funds, and to help ensure that U.S. manufacturers are aware of the growing market for domestically-produced infrastructure needed in federal grant awards at ports.

There's often uncertainty and/or confusion among potential federal grant applicants and grant awardees about the U.S. government's domestic preference requirements prior to award and post award. Further, grant awardees may enter a grant agreement with USDOT with the understanding of the domestic preference provisions, but fail to plan for compliance with the requirements. This can jeopardize the viability of grant agreements and have a substantial impact on the anticipated grant budget or work plan.

In addition, U.S. domestic manufacturers may have the capabilities to produce needed equipment, but may not be aware of the need nor the market size.

[Register here](#) for the free Federal Assistance Domestic Preference Interactive Listening Session on Thursday, Dec. 3, from 11 a.m. to 1 p.m. PST.

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