



Nor'wester newsletter

Issue #741 December 8, 2020

In This Issue

- Port of Portland hosts first Japanese-built LNG-fueled PCTC
- NOAA Fisheries conservation calculator now online
- Notice of equipment - mobile cranes
- USCG seeks shallow-draft navigation survey responses
- USDA extends deadline for Seafood Trade Relief Program

Port of Portland hosts first Japanese-built LNG-fueled PCTC



Making the greenest transportation mode even greener, PNWA member Port of Portland last month hosted the NYK Line's *Sakura Leader*, the first Japanese-built liquid natural gas-fueled pure car and truck carrier. This is a much cleaner vessel that will emit far fewer greenhouse gasses than ships with oil-fired engines.

[Learn more about the Sakura Leader here](#)

NOAA Fisheries conservation calculator now online

NOAA Fisheries' [Puget Sound Nearshore Conservation Calculator](#) is now available for download and use. More information about the calculator can be found [here](#).



**NOAA
FISHERIES**

We encourage ports in this region to use the calculator to determine the financial impacts of additional compensatory mitigation requirements for upcoming maintenance projects and other projects. It would also be helpful to run completed maintenance projects through the conservation calculator to determine how much more the project would have cost if the calculator had applied then.

After you have run your projects through the calculator, please compile the following information and [send it to Dena Horton](#):

- Name of port
- Name of project
- Type of project (maintenance or new)
- Overall estimated cost of project
- Estimated cost of mitigation
- Percentage of cost increase from additional mitigation
- Any conservation calculator glitches, typos, reverse incentives, etc.

Notice of equipment - mobile cranes



The Liebherr cranes in Stockton and West Sacramento have been listed [on GSAXcess](#).

[Stockton crane](#)

[West Sacramento crane](#)

Qualified state and local organizations such as ports may view the items and indicate their interest. Questions about GSAXcess, including claiming property off the system, should be directed to representatives of [State Agencies for Surplus Property](#). If no State entity is interested, the assets will be sold at a public auction.

Due to the rapid timeline regarding the disposal of these items, it may be easier and faster for interested ports to contact their SASP representative for assistance setting up an account, developing a GSA profile and, if applicable, communicating interest in the cranes and/or other excess property.

USCG seeks shallow-draft navigation survey responses

The [Shallow Draft Waterways Analysis and Management System study](#) will help the U.S. Coast Guard to determine the Aids to Navigation requirements in the Shallow Draft Waterway Systems, which includes all navigable waterways of the United States less than 12 feet.

This assessment is part of the Coast Guard's effort to make navigable waterways of the United States safer, more efficient and resilient.



Although the public comment period for this survey has closed, the Coast Guard wants to ensure members have an opportunity to provide a formal response. If you have a shallow-draft channel and have not yet filled out and submitted the survey via email to [WAMS Project Officer Lt. David Lieberman](#), please do so as soon as you can.

USDA extends deadline for Seafood Trade Relief Program



announced a one-month extension to the signup period for the Seafood Trade Relief Program, which supports the U.S. seafood industry and fishermen impacted by retaliatory tariffs from foreign governments. Fishermen can now sign up for the program through January 15, 2021.

To date, USDA's Farm Service Agency has paid more than \$140 million on nearly 6,000 applications, with approximately 2,700 applications in process. USDA considered several factors in extending the deadline, such as the reliance of potential applicants on postal mail service and the fact that the fishing season just recently ended in Alaska, which represents the largest pool of potential applicants. Additionally, many potential applicants are new to FSA and may need additional time to establish eligibility.

USDA is continuing to work with SeaGrant Extension Agents and other partners to promote the program and help fishermen apply once they come off the water.

For more information on the program, including guidance on how to apply, visit farmers.gov/seafood or call 877-508-8364 to speak directly with a USDA employee ready to offer assistance.

[PNWA Website](#)

[About PNWA](#)

[Action Agenda](#)

[PNWA Events](#)

[Contact Us](#)

© Pacific Northwest Waterways
Association

@PNWaterways

