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Northwest MOCs call for Columbia Treaty termination notice

A bi-partisan group of Pacific Northwest Members of Congress has called for issuance of a notice of termination of the [Columbia River Treaty](#). Rep. Dan Newhouse (R-WA), Rep. Kurt Schrader (D-OR) and Rep. Greg Walden (R-OR) introduced a Sense of Congress resolution, highlighting the \$150-250 million per year in Canadian Entitlement payments made by the United States. [Read their message here](#), as well as the [Sense of Congress](#) they have introduced.



Background

The Columbia River Treaty was ratified by the United States and Canada in 1964 to govern Columbia River flows for flood control and power generation. Both nations are now evaluating potential changes to this long-standing agreement.

In December 2013, the [Regional Recommendation](#) called for the Treaty to be modernized to reflect the current value of power and flood control operations, and support healthy ecosystems. The document also included important statements regarding the current and future importance of navigation on the river system. The document was transmitted to the State Department, which represents our country in international treaty talks.

From 2014-2017, both countries worked to solidify their positions on the Treaty. [Numerous rounds of formal negotiations](#) between the United States and Canada have been held since May 2018.

Navigation on the Columbia Snake River System delivers value to both nations

The economic vitality of many communities in the Pacific Northwest depends on safe and efficient commercial navigation on the Columbia Snake River System. Over 56 million tons of international trade valued at over \$24 billion moved on this waterway in 2018. Substantial U.S. federal investments have been made in the Lower Columbia River and the inland barging channel and locks, in addition to private and local government investments. This waterway is a significant transportation asset which moves cargo to and from both the United States and Canada, and any potential changes which may impact its efficiency should be thoroughly evaluated.

PNWA supports comprehensive review of potential river system impacts

Throughout the development of the 2013 Regional Recommendation, PNWA's members participated in meetings with the U.S. Entity, which consists of the Bonneville Power Administration administrator and the U.S. Army Corps of Engineers' Northwestern Division commander. PNWA staff and leadership also testified twice before Congress to ensure that navigation perspectives were considered. PNWA continues to advocate for a U.S. negotiating position that:

- Protects the reliability, efficiency and safety of the inland and deep draft federal navigation system on the Columbia River, which currently provides important economic benefits to both the United States and Canada
- Acknowledges significant existing U.S. programs that support healthy ecosystem function
- Recognizes irrigated agriculture for the value it brings to the regional and national economy, and its reliance on the Columbia River for its viability
- Ensures equitable distribution of power benefits between the two nations

Update from the Hill



The Senate passed and President Trump signed a one-week extension of the Continuing Resolution funding the federal government on Friday, Dec. 11, hopefully buying time for a more comprehensive budget deal this week.

The Senate also passed the National Defense Authorization Act Friday and sent it to President Trump for signature. The White House has threatened to veto the bill; however, the NDAA has passed both houses with a veto-proof majority.

The NDAA includes language authorizing the U.S. Maritime Administration to provide COVID-19 relief funding to the maritime transportation sector through its Maritime Transportation System Emergency Relief Program, to help defray business-critical expenses that we have incurred due to the ongoing COVID-19 pandemic.

Thank you, virtual DC trip participants

We know it's not the same as actually being there, but it's

just as important as ever - maybe more so now, given the impacts of the COVID-19 pandemic - that our Congressional delegation and federal agencies see our faces and hear our voices.

Thank you to all our members and partners who've made the "trips" with us via Zoom to Washington, D.C., in November and December to advocate for our region's priorities, like in this meeting with Congresswoman Suzanne Bonamici (D, OR-1) and her staffers.



Would you like to be a part of one of our upcoming "trips"? [Contact Dena Horton](#) for details.

Cyber alert: Email phishing scam using MARAD subjects



Maritime Transportation System Information and Analysis Center Cybersecurity Advisory

On Dec. 9, 2020, multiple maritime transportation system stakeholders received an email that was both "Port Security Grant Program" and "Maritime Best Practice" themed. It

included a malicious password-protected zip file with text and format similar to Emotet email advisories previously shared by the MTS-ISAC.

Analysis of the zip file (a Word document) verified the threat level as "malicious." When opened, the file automatically calls out to a domain hosted in Russia and drops a malicious executable. If your organization is seeing similar activity, please [contact the MTS-ISAC](#).

Recommended Actions

The following are some of the best practices to counter malicious email attacks:

- Provide regular email awareness training to employees; help them understand how to identify and report suspicious emails to the security team (including how to handle links & attachments).
- Consider implementing additional email security technologies / tools to detect and filter spam and phishing attacks.
- As a best practice, do not respond to a suspicious email using email – even if the user is known. A compromised email account may be monitored by an adversary who may redirect the email and respond on-behalf-of the user.
- Please [share suspicious activity with the MTS-ISAC](#) for further analysis, trending and reporting to the maritime community.

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