



Nor'wester newsletter

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Thank you Annual Convention sponsors

Thank you to our newest [PNWA 2021 Annual Convention](#) sponsors for your generous support:

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Columbia River Pilots

Additional sponsorships are available. Increase your organization's visibility to our

members, partners and friends while supporting PNWA’s advocacy efforts. [Bronze, Silver, Gold and Platinum levels](#) are available. Sign up online when you [register for the conference](#) or [contact Randi Besser](#).

PNWA, members affirm support for CRSO EIS

October 1, 2021

Secretary Deb Haaland
U.S. Department of Interior
Washington, D.C. 20240

Secretary Gina Raimondo
U.S. Department of Commerce
Washington, D.C. 20530

Brenda Mallory, Chair
Council on Environmental Equality
Washington, D.C. 20530

Secretary Jennifer Granholm
U.S. Department of Energy
Washington, D.C. 20002

Secretary Lloyd Austin
U.S. Department of Defense
Washington, D.C. 20301

Dear Secretaries Haaland, Granholm, Raimondo, Austin and Chair Mallory:

Recently, a subset of special interests narrowly-focused on salmon issues in the Pacific Northwest have communicated to you about the operation of the federal hydropower system in our region.

While we agree on the importance of the health of our salmon populations for the environment, economy, and cultures of our region, we offer a holistic, collaborative approach that is grounded in science and that also considers the priorities of clean energy to mitigate climate change and grid reliability to keep the lights on. Our proposal upholds federal obligations and responsibilities and builds on science-based policy instead of advancing divisive politics.

Rather than abandon the Columbia River System Operations Environmental Impact Statement (CRSO EIS) and accompanying salmon management plans, as others have suggested, we strongly urge you to continue to implement and defend these important science-based plans as key means for the Biden Administration to both help salmon and fight climate change.

The 2020 CRSO EIS: A Scientific Assessment, Not A Partisan Plan

The 2020 CRSO EIS is the result of decades of collaborative, science-based salmon recovery work conducted by public servants and professional experts with input from diverse stakeholders, spanning multiple presidential administrations, Republican and Democratic alike. The CRSO EIS cannot, by any credible means, be fairly labeled a “Trump plan.”

Long before the CRSO EIS was completed in July of last year, organizations that believe dam removal is the only solution for salmon recovery were preparing to continue their litigation against the federal government without waiting for the scientific data and analysis.

The CRSO EIS is the culmination of decades of collaborative work by the U.S. Bureau of Reclamation (USBR), the U.S. Army Corps of Engineers (USACE), the Bonneville Power

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A group of environmental organizations [sent a letter](#) to the Biden Administration in August, asking the federal government to abandon its defense of the Columbia River System Operations Final Environmental Impact Statement and the corresponding Biological Opinion.

The groups mistakenly portray the EIS as a “Trump plan,” instead of what it actually is: An analysis based in science that spans multiple presidential administrations.

PNWA and over a dozen of our members were part of a coalition of 64 organizations organized by Northwest RiverPartners that submitted [the attached letter](#) to the Administration in reply.

Northwest Seaport Alliance and Ports of Seattle and Tacoma win AAPA environmental award

Congratulations to PNWA members Northwest Seaport Alliance, Port of Seattle, and Port of Tacoma. They, along with the Vancouver Fraser Port Authority, were honored with an American Association of Port Authorities Lighthouse Award for environmental improvement and comprehensive environmental management.

The four ports committed to a new vision earlier this year to phase out emissions from seaport-related activities by 2050. In collaboration among the four ports, the Northwest Ports Clean Air Strategy seeks to meet this target through changes in equipment, fuels, and infrastructure, supporting cleaner air for local communities, and fulfilling the ports’ shared responsibility to help limit global temperature rise.

[Read the full news release here](#)



Port of Tacoma earns three AAPA communications awards



In addition to the award above, the Port of Tacoma also received three communications awards from AAPA, including an Award of Excellence for its communication campaign in support of the Port's 2021-2026 Strategic Plan, as part of the AAPA's 2021 Communications Awards competition.

Port of Tacoma's winning entries include:

Award of Excellence (Overall Campaign category) — Port of Tacoma Strategic Plan
Award of Distinction (Overall Campaign category) — Centennial Legacy Project
Award of Distinction (Miscellaneous category) — Strategic Plan Newsletter Articles

Congratulations to the Port's communications team for your excellent work keeping the Port connected and engaged with your community and stakeholders

PNWA seeks information on FEMA NFIP challenges at ports

During the recent PNWA virtual visit to Washington, DC, a Member of Congress asked PNWA to send information about how ports are impacted by the Endangered Species Act conditions applied to FEMA's National Flood Insurance Program. As we understand it, FEMA is struggling to complete reasonable and prudent alternatives for the NFIP. Any feedback or comments should be [directed to Dena Horton](#).



FEMA

AWO recruiting for Pacific Region representative



**The American
Waterways Operators**

The Tugboat, Towboat & Barge Industry Association

The American Waterways Operators is seeking qualified applicants for their [Pacific Region Representative position](#).

The Pacific Region representative manages federal, state, and local advocacy for the Pacific region on behalf of AWO's membership. The West Coast-based position is also responsible for communication with association members and leads maritime safety initiatives in the region.

Please send a resume and cover letter to resumes@americanwaterways.com; reference "Pacific Region Representative" on the subject line of the email.

USCG study evaluates coastal waterways usage



The Coast Guard requests public participation during the Pacific Coast Port Access Route Study.

Federal register notices for the PAC-PARS have been opened for comment. Comments and related materials must be received on or before Jan. 25, 2022.

The PAC-PARS will evaluate the usage of coastal waterways by collecting vessel tracking data, environmental data, existing and planned offshore development/infrastructure, historical marine incident data, and public comment.

This is the first comprehensive evaluation of all vessel traffic patterns that use the Pacific Coast waterway along the coast of California, Oregon, and Washington. The main goal of the PAC-PARS is to evaluate historic and future waterway usage to determine navigational risk.

The PAC-PARS, along with comments from the public, will determine if current navigation protocols are adequate for existing and future traffic levels.

The Notice of Study was published on the federal register under docket USCG-2021-0345, and can be found by searching the docket above at www.regulations.gov.

BOEM, DLCD host Renewable Energy Task Force webinar

The Bureau of Ocean Energy Management and the Oregon Department of Land Conservation and Development are pleased to announce the upcoming BOEM Oregon Intergovernmental Renewable Energy Task Force webinar on October 21, 2021.



The purpose of the meeting is to provide an update on offshore wind energy planning and to discuss next steps toward offshore wind energy leasing in Oregon.

[Learn more here](#)

Thank you virtual DC trip participants



Thank you to PNWA members Port of Bremerton, Ports of Chinook & Ilwaco, J-U-B Engineers, and Washington Grain Commission for participating in last week's virtual trip to Washington, DC, to update Congressional and federal agency staff members on Pacific Northwest navigation, regulatory and other issues, and advocate for infrastructure funding in our region.

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