



Nor'wester Newsletter

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Port of Vancouver selects new Chief Executive Officer

[The Port of Vancouver Commission](#) has voted to hire Julianna Marler as the port's new Chief Executive Officer. Since last May, Marler has been the Interim CEO for the port following Todd Coleman's retirement. In the Port's [press release](#), Commission



President Brian Wolfe noted, "Julianna is best suited to take us forward and realize the vision this port has for connecting with the community and bringing economic benefit to our region." The Port Commission will vote on the new CEO's benefits package, salary and start date at the February 14th Commission meeting.

PNWA congratulates Julianna and looks forward to working with her and her team to continue to advocate

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for economic development, trade and transportation in our region.

Port of Longview tonnage highest in 30 years

2016 was a record breaking year for the Port of Longview, with a 30% increase over 2015 numbers. The port moved 8.3 million metric tons of cargo last year, compared to 6.5 million tons in 2015. EGT grain terminal alone was responsible for exporting 6 million tons of wheat, soybeans, and corn. The port also celebrated a strong year for break bulks, particularly wind energy cargo and oversized project cargo. All told, 2016 was the Port of Longview's best year in 30 years for tonnage. We would like to congratulate the Port of Longview and EGT on their incredible success in 2016.

NOAA releases 2015 fisheries report

NOAA's 2015 "[Fisheries of the United States](#)" report has been released, with eight PNWA member ports among the top fifty commercial fish landings in the nation. The Port of Astoria, OR ranked 13th on the list by quantity, with 92 million pounds of fish landed at a value of \$38 million. Westport, Washington (Port of Grays Harbor) ranked 16th on the list for quantity and was 12th in the nation for value, harvesting 84 million pounds of fish worth \$65 million. The Port of Newport ranked 21st in the nation by quantity, with 65 million pounds of fish valued at \$33 million. Coos Bay's Charleston facility followed with 21 million pounds valued at \$22 million, and the Ports of Ilwaco and Chinook landed 15 million pounds collectively at the two facilities. Bellingham and Seattle were also included on the list of Commercial Fishery Landings by Port with regard to value, each receiving cargo worth \$25 million.

The commercial and recreational fishing fleets of Oregon and Washington are crucial to the economic health of their communities, but can only navigate maintained channels which are protected by solid jetties. PNWA is a strong advocate for the federal funding which allows these ports to operate and serve as source for economic development in their communities.

PNWA Member Spotlight: Port of Port Angeles wins national award

[The Port of Port Angeles has been awarded the U.S. Coast Guard's Richard E. Bennis award](#) for the Port's success in implementing best security practices to safeguard the nation's maritime transportation system. The Port received the "Facility of the Year" award in the small facility category and was presented the award by the Commander of Sector Puget Sound, Captain Joe Raymond in a special commission meeting.



PNWA would like to congratulate the Port of Port Angeles on their award in recognition of all their hard work.

PNWA joins colleagues to urge passage of a 2017 Energy and Water Appropriations bill

PNWA has joined the American Association of Port Authorities (AAPA), American Waterways Operators (AWO) and 24 other organizations to send a letter to leadership of the [House](#) and [Senate](#) Appropriations Committees. The letter respectfully requests that the Committees finalize a FY2017 Energy and Water (E&W) Appropriations Act in the coming months, prior to the expiration of the continuing resolution (CR) on April 28th.

The E&W bill provides critical funding to the Corps of Engineers, including supporting navigation projects throughout the nation. The House passed their E&W bill out of Committee, but the bill ultimately failed on the House floor. The Senate approved their version in May of last year, and it is our hope that the two chambers will resolve their differences and complete their work rather than pass a year-long CR. The letter requests specific account level and donor port funding amounts, and acknowledges critical items to address in both bills. These include continued progress towards full Harbor Maintenance Trust Fund (HMTF) spending and increased funding for inland Operations & Maintenance (O&M).

PNWA is proud to support this effort and looks forward to continuing our work with industry partners, agency colleagues and Northwest Congressional delegation to support our nation's vital navigation infrastructure.

Bonneville lock reopens

Today, the Portland District of the U.S. Army Corps of Engineers announced that maintenance work on Bonneville Lock and Dam is complete and the lock is now open for service. The work that took place at the project was part of the [2017 Extended Lock Outage](#) on the Columbia Snake River System, and included installation of new navigation lock control systems. As of 11:00 am this morning, normal river traffic can move through the Bonneville lock and travel as far inland as The Dalles lock and dam, which will remain closed through the remainder of the lock outage.

Despite severe weather in the Gorge, work remains on schedule at the other projects and the

system is still scheduled to reopen on March 20, 2017. The Corps' [lock outage website](#) will continue to be updated with the most current information on the status of the work at each of the projects. The weekly conference calls will also continue, every Thursday at 1:00 pm PST. For information on how to join the calls, visit the [lock outage website](#).

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