



# Nor'wester newsletter

Issue #861 | October 18, 2023

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## Thank You for Another Fantastic Annual Convention!



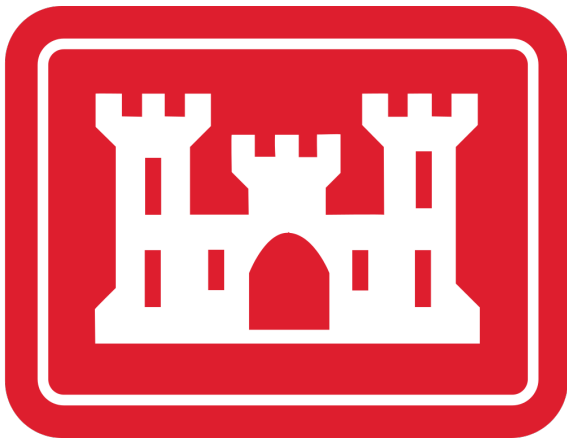
Thank you to all of our amazing presenters, sponsors, and attendees who made our 2023 Annual Convention one to remember!

PNWA heard from an incredible line-up of speakers on a wide range of topics relevant

to our association's regional priorities and membership. We also want to give a huge shout-out to this year's sponsors. Your support is critical for our organization and the success of the event.

If you would like to access the available presentations from our Annual Convention, please be sure to visit the following link, [here](#).

## Columbia-Snake River Future Outage Plan



### 2024 Navigation Lock Maintenance Closure

Project/Lock	Closes	Reopens
Bonneville	12:01 a.m., 3 March 2024	11:59 p.m., 16 March 2024
The Dalles	12:01 a.m., 3 March 2024	11:59 p.m., 16 March 2024
John Day	12:01 a.m., 3 March 2024	11:59 p.m., 16 March 2024
McNary	6:00 a.m., 14 January 2024	11:59 p.m., 29 March 2024
Ice Harbor	6:00 a.m., 26 February 2024	11:59 p.m., 22 March 2024
Lower Monumental	6:00 a.m., 14 January 2024	11:59 p.m., 29 March 2024
Little Goose	6:00 a.m., 14 January 2024	11:59 p.m., 29 March 2024
Lower Granite	6:00 a.m., 14 January 2024	11:59 p.m., 29 March 2024

The U.S. Army Corps of Engineers Walla Walla District anticipates five-week outages will be necessary in 2025 and 2026 as well.

### 2025 Navigation Lock Maintenance Closure: February 22, 2025 to March 29, 2025

The dates need to be specified in the contracts at advertisement and will cover major work, including McNary Power and Controls commissioning and the Ice Harbor Upstream Gate mechanical equipment installation.

### 2026 Navigation Lock Maintenance Closure: February 21, 2026 to March 28, 2026

The dates need to be specified in the contracts at advertisement and will cover major work, including the installation and commissioning of the new Ice Harbor Upstream Gate.

## Post-September 2023 Columbia River Treaty Operations Public Information Sessions

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The United States (U.S.) and Canada have been in negotiations to modernize the Columbia River Treaty for several years. PNWA has reiterated our concerns about the lack of progress towards reaching a new treaty, and particularly, a new agreement on flood risk management. The current pre-paid flood control agreement expires September 16, 2024. All of the infrastructure and current navigation operations have been built around the current predictable flow regime. Higher high flows and lower low flows can impact navigation safety and efficiency which could impact the competitiveness of our region and a major U.S. export gateway.

Without a modernized treaty and flood control agreement, then coordination for flood risk management will change and potentially lead to less predictability in water flows from Canada. It will be more challenging for the Corps to manage all the dams to meet their other authorized purposes such as water supply, navigation, fish and wildlife, and other purposes. This uncertainty is a serious concern for navigation. The U.S. will be able to call upon Canada to provide water storage, but it is unclear how this will take place, how much it would cost, and what impacts to river draft levels will occur.

The U.S. Army Corps of Engineers (Corps) and Bureau of Reclamation have [held](#) several public information sessions (no public comments accepted at this time) to share information about anticipated operations after September 2024. The Corps has posted information about the Columbia River Treaty, flood management real-time operations, and the presentation video recording from the September 27, 2023 information session on their [website](#). For real-time flood risk management information, click [here](#).

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### EPA Clean Ports Program Webinar: October 31, 2023

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The Environmental Protection Agency (EPA) Ports Initiative will hold a webinar to discuss plans for the \$3 Billion Clean Ports Program funded under the Inflation Reduction Act (IRA).

**Webinar: EPA's Clean Ports Program – First Look!**

Tuesday, October 31, 2023

10:00 a.m. to 12:00 p.m. Pacific Time

To register, click [here](#).

The program is intended to reduce air pollution by funding zero-emission port equipment and technology as well as the development of climate action plans at U.S. ports. The virtual meeting will provide an update on the program design elements, such as anticipated eligible activities and equipment, evaluation criteria, structure of the program, current timeline, and more.

If you are unable to view the webinar, it will be recorded and posted on the EPA's website for future viewing.

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## PNWA Staff Present at OPPA Annual Meeting in Astoria

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PNWA staff had the pleasure of speaking at the Oregon Public Ports Association's Annual Meeting in beautiful Astoria, Oregon.

This event served as a great opportunity to formally introduce our new Executive Director, Neil Maunu, to our esteemed colleagues in Oregon and to provide them with

an update on PNWA's activities throughout the region and on the Hill. During the meeting, our dedicated team, including Dena Horton, Government Relations Director, and Anthony Pena, Government Relations Manager, offered insights into these endeavors. The team covered subjects such as the current state of Congressional Appropriations, the forthcoming 2024 Water Resources Development Act, our work on addressing the many regulatory challenges in our region, updates on the Columbia River Treaty renegotiation, and the latest developments in the CRSO mediation.

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## **PNWA Participates in Roundtable with Biden Administration Advisor on Infrastructure**

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On September 25, former New Orleans Mayor and White House senior advisor Mitch Landrieu was in Vancouver with Congresswoman Marie Gluesenkamp Perez (D, WA-3) for a press conference to announce the award of a Bipartisan Infrastructure Law \$4.1 million grant to Tidewater Barge Lines for the acquisition of an electric dock crane to replace their diesel-powered crane. The new crane will be about 25% faster than the diesel crane, making the movement of shipping containers more efficient as well as eliminating the emissions from its operation. Congratulations to Tidewater!

Following the press conference, PNWA staff participated in the Congresswoman's roundtable with Mr. Landrieu and other infrastructure interests from throughout Southwest Washington at the Columbia River Economic Development Council offices. While the passage of a large infrastructure package was a very welcome event and many in the room expressed sincere gratitude, there was no shortage of projects, challenges, and issues related to implementation to discuss.

The roundtable included a discussion of the I-5 Bridge project and ensuring businesses will survive during years of construction, technical assistance needed for grant application writing, especially in rural communities, the rising costs of regulatory compliance for existing infrastructure, building infrastructure such as broadband, and workforce development through apprenticeship. Cowlitz Tribe General Council Chair Patty Kinswa-Gaiser suggested that organizations and municipalities consider

partnerships with Tribes to pursue additional funding and mutually beneficial infrastructure needs.

PNWA staff stated that the maritime industry appreciates the Administration’s understanding of the need to maintain our existing infrastructure and to build new infrastructure for the future in a more climate-resilient and environmentally sustainable way. PNWA staff pointed out the three-fold challenge our region experiences with our current regulatory system – delay, rising costs of delay and mitigation, and environmental regulatory process blocking environmental improvement projects at our ports and waterways. PNWA staff asked how the Administration can help improve the regulatory process to decrease delays, address rising project costs, and ensure that our economic development, environmental improvement, and infrastructure projects can be implemented. Congresswoman Gluesenkamp Perez stated that permitting reform is one of the top issues she hears about in Congress. Mr. Landrieu stated, “It takes too long to build things of value in this country.” He highlighted the Administration’s goals to address environmental justice issues from past infrastructure development, climate change and resiliency, and some of the NEPA permitting reform proposals that have been implemented. He discussed the Administration’s goal for clean energy and stated that electrification of the aviation industry may be a little slower to roll out.

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