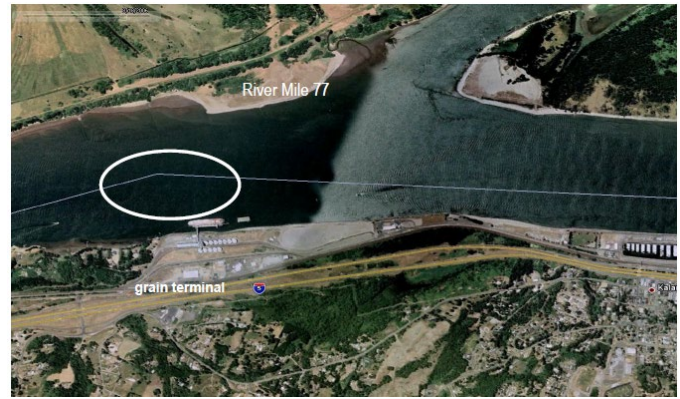


COLUMBIA RIVER TURNING BASIN

Turning Basin will Improve Efficiencies & Safety

International trade in the Pacific Northwest depends on direct access to world markets. The Columbia River deep draft shipping channel plays a major role in ensuring this access. It is the largest wheat export gateway in the nation, second in the nation for soy and the third largest grain export gateway in the world. In 2022, the channel supported over 49.7 million metric tons of cargo valued at approximately \$31.2B. Over 40,000 local jobs are dependent on this trade.



In November 2010, the Columbia River Channel Improvement Project was completed. The States of Oregon and Washington joined with the U.S. Army Corps of Engineers to invest over \$183M to deepen the river to 43 feet. The purpose of this project was to enable more tonnage to move and to bring new business and jobs to our region. Since the deepening, over \$1B in new investments have been made on the Lower Columbia River and there has been an increase in larger, deeper-drafting vessels. Traffic is expected to grow, increasing the need for locations to safely turn and park ships on the lower river.

The Lower Martin Turning Basin at River Mile 77 is the ideal location for this activity given its distance from the Columbia River Bar and access to available tug service to assist in the turning of vessels. The Columbia River Bar presents challenges to deeply loaded vessels and the Columbia River Pilots and Columbia River Bar Pilots carefully coordinate arrivals and departures to take advantage of river tides and favorable bar conditions. With high tides providing a small window of opportunity, all deep draft vessels that need to sail on a given high tide must depart the Portland-Vancouver area 6 to 8 hours before they need to arrive at the bar in close succession to each other.

Frequently, several ships will form a caravan spaced approximately 2 to 3 miles apart. There can be upwards of 4 or 5 ships in the caravan ranging from 750'-1000' in length, carrying a wide variety of products, and loaded as deeply as possible to maximize the 43' channel. Intense storms from autumn through spring necessitate closures on the Columbia River Bar which can require the caravans to turn around and return to an anchorage location as far as the Portland area. With very few places on the lower Columbia River to safely turn vessels of this size/draft, it is vital that another federal turning basin be established at River Mile 77, as there is accessible tug service in that location to assist.

It is critical that the proposed Lower Martin Turning Basin is established and maintained at the proposed project dimensions and depth in order to be of use for all vessels. It is impossible for the River Pilots to utilize that area as a turning basin as it is currently maintained.

PNWA supports Lower Martin Turning Basin

In the Water Resources Development Act of 2020, PNWA was successful in securing language to implement a feasibility study to deepen the turning basin at the Port of Longview to -43' and establish a turning basin near Columbia River Mile 77 ("Lower Martin Turning Basin"). This would allow better positioning of vessels, increase opportunities to use nearby tug service, and improve efficient movement of vessels going from port berthing areas to the global marketplace. This specific location will provide maximum benefit to all users of the Columbia River navigation system. In FY2022, \$200,000 was appropriated to begin the feasibility study. The remaining \$900,000 was appropriated in FY2023. The feasibility study is anticipated to be completed in 2025. PNWA continues to work with the Portland District and Northwestern Division of the Corps and the Port of Kalama to move this project forward.

