



State of Oregon
Department of
Environmental
Quality

Beneficial Use of Solid Waste Determination Evaluation Form

Applicant: Port of Portland

BUD-20120320: Solid Waste: dredged sediment

Summary of Proposed Beneficial Use:

The Port is planning to dredge from 10,000 to 40,000 cubic yards of sandy, clayey silt from the Willamette River at Port of Portland's Marine Terminal 2, Berths 205 and 206. Actual volumes will be determined by pre-dredge bathymetric surveys. The Port will use this sediment as fill material for future marine commercial and industrial development at the established West Hayden Island Placement site.

Reviewer: Tim Spencer

Date: May 10, 2012

Tier: ☐ One ☒ Two ☐ Three

Beneficial Use of Solid Waste

Beneficial use of solid waste is a sustainability practice that may involve using an industrial waste in a manufacturing process to make another product or using a waste as a substitute for construction materials.

The environmental benefits of substituting industrial waste materials for virgin materials includes conserving energy, reducing the need to extract natural resources and reducing demand for disposal facilities.

Oregon Administrative Rules (OAR) 340-093-0260 to 0290 establish standing beneficial uses and a process for DEQ review of case-specific beneficial use proposals. Under these rules, DEQ may issue a beneficial use determination as an alternative to a disposal permit for proposals that meet the rule criteria. Once a beneficial use determination is issued, DEQ no longer regulates the waste as a solid waste, as long as the material is used in accordance with the approved beneficial use determination.

Beneficial Use Determination Evaluation Summary

- ☒ Yes, the Beneficial Use of this solid waste meets all the case-specific performance criteria listed below and is approved.
- ☐ No, the Beneficial Use of this solid waste does not meet all the case-specific performance criteria listed below and is not approved.

Notes: The Port of Portland submitted information necessary for DEQ to make a determination. DEQ evaluated this information against acceptable risk criteria, and surface and ground water interactions.

Case-Specific Beneficial Use Performance Criteria:

**Beneficial Use of Solid Waste
Determination Evaluation Form**

Applicant: Port of Portland
BUD #: 20120320
Solid Waste: T2 dredged sediments
Date: May 10, 2012
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DEQ may approve an application for a case-specific beneficial use of solid waste only if all the following performance criteria are addressed: 1) Characterization of the solid waste; 2) Productive beneficial use of the solid waste; and, 3) The affect of the proposed beneficial use on public health, safety, and welfare or on the environment.

1) Characterization of the Solid Waste

Did the applicant characterize the solid waste and proposed beneficial use sufficiently to demonstrate compliance with the rules for case-specific beneficial use determinations (OAR 340-093-0280) by submitting required information for the appropriate tier? (See tier sections below for detailed characterization information.)

☒ Yes ☐ No

Notes: The Port of Portland provided the necessary description of the material and how it is proposed to be used.

Was the following information submitted for DEQ review and how adequate was it?

Tier 1 ☒ Applicable ☐ Not applicable

- Did the applicant provide an adequate description of the material proposed for beneficial use, the manner of generation and the estimated quantity to be used beneficially each year?
☒ Yes ☐ No

Notes: The material is fine-grained sediment (mix of sandy, clayey silt) from Terminal 2 (T2) berths 205 and 206 in the Willamette River. The sediments will be generated by maintenance dredging. The quantity will be approximately 10,000 to 40,000 cubic yards. Dredging will occur in accordance with existing U.S. Army Corps of Engineers permit Nos. NWVP-2007-204

- Did the applicant provide an adequate description of the proposed beneficial use and justify how the proposed use is beneficial?
☒ Yes ☐ No

Notes: The Port of Portland proposes to use the sediments as fill material to increase site grade prior to future development at West Hayden Island (see section 2 notes below).

- Did the applicant provide a sufficient comparison of the chemical and physical characteristics of the material proposed for beneficial use with the material it will replace?

☒ Yes ☐ No

Notes: Dredge sediments have similar characteristics to soil fill. In DEQ's experience, dredged sediments are commonly used as fill material.

- Did the applicant successfully demonstrate compliance of the proposed beneficial use with the performance criteria in OAR 340-093-0280 based on knowledge of the process that generated the material, properties of the finished product, or testing?

☒ Yes ☐ No

Notes: See notes 2) and 3) below.

Tribal Interests, Treaties

13. Assertion of the Tribes that treaty rights come into play either with respect to fish issues or with respect to treatment of the island itself..

Answer:

While one or more tribes have expressed concern about the effect that developing a port facility may have on their fishing rights, staff is not aware of any treaty violation related to this project and no specific treaty violation has been asserted.

There are a variety of treaties with Pacific Northwest Sovereign Nations/Tribes. Some tribes have treaty rights to fish in the Columbia River. Other tribes have retained rights to hunt and gather, or perform traditional ceremony in traditional locations. The Yakama have reserved rights under the Treaty of 1855 to fish at all usual and accustomed places known at the time of the treaty signing. This includes both on - and off-reservation sites. The Grande Ronde includes descendants of the original people of the Portland area, and they were the tribe that ceded the land that makes up Portland to the United States. Because the Columbia River was such a significant trade corridor, other tribes also have treaty interest in lands along it. In the case of WHI, our primary treaty-related concern is that Port development would impact fisheries in the Columbia River.

Staff's approach to respecting and honoring these treaty rights includes: 1) conducting detailed natural resource evaluations (the HNRI and ESEE), and inviting tribal review of that work; 2) designing the site to be as salmon-friendly as possible - in this case avoiding shallow water impacts (a key habitat for salmon) and fully mitigating forest impacts; 3) staying in close communication with interested tribes at each stage of our work; and 4) coordinating information and actions related to state archeological resource protections.

Fisheries Impacts

The Columbia River is designated *Critical Habitat* for 13 Endangered Species Act (ESA) - listed salmonid populations because it is the migration route to and from the ocean. Pacific salmon, especially juveniles, are one of the more sensitive aquatic species to water quality and quantity, and physically diverse and complex habitats. The lower Columbia River is also designated critical habitat for Pacific eulachon. Pacific lamprey, which are not yet listed, also use the Columbia River to migrate between freshwater spawning beds and the ocean.

Shallow water habitat (SWH) is a primary limiting factor for salmon and eulachon species. SWH in the Lower Columbia River estuary¹ provides important functions such as velocity moderation and food production that support aquatic organisms. For juvenile salmonids migrating out of the Columbia River system, shallow water habitat is where they begin to experience tidal action. These fish can have extended rearing (resting and eating) periods in the lower river prior to outmigration. SWH also builds and maintains

¹ The Columbia River estuary is the lower 145 miles of the river from the Bonneville dam to the Pacific Ocean.

the aquatic food web for other fish such as lamprey and sturgeon, amphibians, birds and mammals.

West Hayden Island is surrounded on all sides by SWH. The highest quality shallow water habitat on West Hayden Island predominantly occurs on the south shore of the island where forest land is contiguous to the in-water areas and there is evidence of large woody debris accumulation. Maintaining the continuity of shoreline habitats is important, fragmentation of the shoreline area can disrupt migratory behaviors of fish. Chinook salmon, coho salmon, steelhead trout and Pacific eulachon are highly reliant on shallow water habitats; slower water is especially important during high flows, which can negatively affect small or stressed fish.

More information about SWH and ESA species can be found in the Environmental Foundation Report (ENTRIX, 2010), the Concept Plan report (Worley Parsons, 2012), and the Hayden island Natural Resources Inventory (BPS, 2012). In particular:

- Hayden Island NRI (aka HNRI), pg 91-97
- Environmental Foundation Study (ENTRIX), pg ES-15 and pg 3
- Concept Plan Final Report (WorleyParsons), pg 14 and memo dated 11-10-11

The Concept Plan looked at two basic layouts:

A Series: Avoided the wetlands and SWH along the south bank of the island by keeping all development north of the PGE easement

B Series: Impacted some of the wetlands and SWH along the south bank, but avoided the large forest patch just west of the DDMA

Both the A and B Series proposed that development be set back 100ft from the Ordinary High Water Mark on the north shore. This was to avoid impacts to shallow water habitat to the maximum extent possible.

The Advisory Committee (AC) preferred the A Series of site layouts for preserving on-site, shallow water habitat for the benefit of salmon. The only direct impacts to shallow water habitat in the *Final Base Concept Plan* are the access ramps to the docks; the docks themselves are to be located out past the lower extent of SWH. In total, there are less than 2 acres of direct impact from the dock infrastructure. The AC also chose the version of the A Series that pushed the rail loop as far east as possible to minimize impacts to the intact cottonwood/ash forest.

14. If this annexation and development were passed by City Council - what is the impact on relationships with Tribes - especially those who have Federal Treaty rights on the Columbia and Willamette?

Answer: Our City Attorney's office continues to research federal tribal treaty rights and their relationship to this potential annexation and development. The passage of Resolution 36941 is one way that the City is moving forward to formalize government-to-government relationships with Tribal Government Partners. The City of Portland is currently working to establish Tribal Government Consultation protocols called for in the

resolution. The potential annexation of WHI presents an opportunity to begin to define what these protocols might look like. As separate sovereign nations we will need to defer to Tribal Governments individually regarding their expectations for consultation for this project and other important projects in the City.

15. How does the city propose to close the gap between tribal testimony and the proposed annexation and development of WHI? Has there been staff outreach post hearings and are there plans for addressing tribal concerns?

Answer: Since the PSC hearings staff has continued to communicate with tribal representatives, working with the City's Government Relations Office. We have also worked with the City Attorney's Office to consider questions related to treaty interests. Some of that research is ongoing, and our answers may evolve as we learn more.

Regarding tribal and indigenous outreach, there have been several distinct efforts, at different levels.

- In July 2012 City Council passed Resolution 36941, which aimed to establish more formal consultation agreements between the City and Tribal Government partners. This resolution is particularly focused on higher level (City Council and Tribal leadership level) dialog and relationship building. Although the WHI project pre-dates this resolution, there has been communication at this level - for example WHI project staff has participated in talks between then Mayor Adams and Grand Ronde leadership, where the project was discussed. Staff is working with Council staff to provide a more detailed a briefing on this Resolution during the 29th work session.
- Many of the Tribes have natural resource offices and technical staff. BPS staff has continued to work with those staff to collect technical input on the natural resource reports and proposed mitigation framework. Tribal Government staff has offered technical feedback over the course of this project, and will be in attendance on the 29th. Staff recommends the Commission invite their comments. Specifically, we have also been informed that Yakama Nation Fisheries (YNF) management has authorized continued involvement and oversight of the WHI annexation issue. Grande Ronde has also indicated that they would like to continue staff to staff periodic meetings and updates on the project.
- Staff has contacted the Columbia River Inter-Tribal Fish Commission (CRITFC) to determine how CRITFC would like to be involved in the project moving forward. BPS has been informed that CRITFC will continue to monitor this project and would like to receive regular updates.
- Staff also understands that there is a large indigenous or Native American population in Portland, who may or may not be affiliated with recognized tribes. BPS maintains a relationship with the Native American Youth Family Center (NAYA), as a component of our larger outreach work on all planning issues. Project staff have discussed WHI with NAYA staff on several occasions, and NAYA has been involved with BPS staff education and training on Native American concerns.

Given the level of tribal government interest, staff recommends consideration of more specific coordination mechanisms in the proposed IGA, to ensure ongoing consultation as the project progresses, after annexation.

16 Can the IGA contain a mechanism that provides tribal feedback (design, mitigation, continued communication through development and management)?

Answer: Yes, BPS recommends consideration of more specific coordination mechanisms in the proposed IGA, to ensure ongoing consultation as the project progresses, after annexation. Some of the areas of the agreement we are looking at include the open space strategy, natural resources coordination and ongoing WHI advisory committee.

17. Describe the tribes role in process - how did we involve them?

In early 2010 (prior to the City Council's resolution) staff worked with the City's Government Relations Office to discuss sovereign nation involvement in the WHI project and to determine the list of sovereign nations in the area that may have an interest in the WHI planning process. We contacted the following tribal representatives by e-mail in the spring of 2010 and again in the fall of 2010 to discuss involvement in the WHI project:

Erin Madden, Nez Perce Tribe
Mike Karnosh, Grand Ronde Ceded Lands Coordinator
Tom Downey, Siletz Tribes
Brian Cunningham, Warm Springs Tribes
Matt Johnson, Umatilla Tribes
Rose Longoria, Yakama Nation

We provided background on the project and asked how they would like to participate. This included:

- Periodic check-ins via phone or email;
- Quarterly meetings to discuss the project;
- Identifying experts to participate in technical review of reports; or
- Discussions with the project advisory committee.

Grande Ronde, Warm Springs, Nez Perce and Yakama requested periodic phone check ins and updates by e-mail. BPS has provided quarterly check ins or at key project milestones to provide updates. Since Council's resolution in July 2010 we have also had additional involvement by Grande Ronde and Yakama as part of a technical review team to review our Hayden Island Natural Resources Inventory and ESEE Analysis. In March 2011, BPS staff and management participated in a meeting with Grande Ronde staff in Grande Ronde to discuss more details on the WHI and River Plan projects.

Grande Ronde, Nez Perce and Yakama requested notification of technical work sessions to review consultant and staff reports. Staff provided e-mail updates on a quarterly basis, or as key studies were completed, with notification of technical works sessions of interest. Over the past year and half Yakama has become more involved in attending WHI Advisory Committee meetings. Grande Ronde has requested phone check ins and staff to staff meetings to receive updates on the concept plan, land management options report and natural resources mitigation.

Cargo Vessel Size Classifications

Learn the Definitions of Size Classifications for Cargo and Other Ships

By [Paul Bruno](#)

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Cargo shipping is a [low margin](#) business model that requires vessels to be fully loaded in order to sustain profitable operations. When a ship is in the design phase it is almost always structured in a specific classification of naval architecture and built to serve a specific route or purpose.

Vessels that are built to pass through specific bottlenecks while carrying the maximum amount of cargo are termed "-max". For example a freighter designed to pass through the [Panama Canal](#) are called Panamax. This means that the ship will fit into a minimum bounding box that matches the dimensions of the smallest locks in the canal. A bounding box is measured in three dimensions and includes areas under water and above the ship in addition to maximum length and width.

In a maritime specific case the dimensions of the bounding box have some different but still familiar names. [Draft](#) is the measurement from the surface of the water to the bottom. [Beam](#) is the width of a vessel at its' widest point. Length is measured as the overall length of a ship but in some cases maximum dimensions might consider the length at the waterline which can differ significantly from length overall (LOA) because of the [Deadrise](#) of the hull. The final measurement is Air Draft which is the measure of the maximum height above the waterline of any structure on the ship.

Other terms you will see are [Gross Tonnage](#) (GT) and [Dead Weight Tonnage](#) (DWT) and while many perceive this as a measure of weight it is actually described best as a measure of volume of the vessel's hull. Weight only factors in when an equivalent weight of water displaced by the hull needs to be expressed.

Now let's get to the definitions.

Ship Size Definitions

Most of these definitions pertain to cargo vessels but they can be applied to any kind of ship. Military and cruise ships can also be classified under these definitions but the most common usage concerns cargo ships.

Aframax – This classification almost always refers to an oil tanker although it is occasionally applied to other bulk commodities. These vessels serve oil producing areas with limited port resources or where man made canals lead to terminals that load raw petroleum products.

The size limitations in this class are few. The main restriction is the beam of a vessel which in this case cannot exceed 32.3 Meters or 106 feet. Tonnage of this type of vessel is approximately 120,000 DWT.

Capesize – Here is one of the instances where the naming scheme is different but the concept is the same. A Capesize class of ship is limited by the depth of the Suez Canal which is currently 62 feet or about 19 meters. The soft geology of the region has allowed the canal to be dredged to a greater depth since it was first built and it possible the canal will be dredged again in the future so this classification may change its maximum draft limit.

Capesize vessels are large bulk carriers and tankers that get their name from the route they must take to bypass the Suez Canal. This route takes the past the Cape of Good Hope in Africa or Cape Horn off of South America depending on the final destination of the ship.

The displacement of these vessels can range from 150,000 to as much as 400,000 DWT.

Chinamax – Chinamax is a little bit different since it is determined by the size of port facilities rather than physical obstructions. This term is not only applied to ships but also to port facilities themselves. Ports that can accommodate these very large vessels are referred to as Chinamax compatible.

These ports do not necessarily need to be anywhere near China they only need to meet the draft requirements of dry bulk carriers in the 350,000 to

400,000 DWT range while not exceeding 24 meters or 79 feet of draft, 65 meters or 213 feet of beam, and 360 meters 1,180 feet of overall length.

Malaccamax – Here is another situation for naval architects where the main restriction is draft of the vessel. The [Strait of Malacca](#) has a depth of 25 meters or 82 feet so ships of this class must not exceed this depth at the lowest point of the tidal cycle.

Vessels serving this route can gain capacity in the design phase by increasing beam and length at the waterline in order to carry a greater capacity in a limited draft situation.

Panamax – This class is the most commonly recognized to most people since it refers to the Panama Canal which is quite famous in its own right.

The current size limitations are 294 meters or 965 feet in length, 32 meters or 106 feet of beam, 12 meters or 39.5 feet of draft, and 58 meters or 190 feet of air draft so vessels can fit under the Bridge of the Americas.

The canal opened in 1914 and by 1930 there were already plans to enlarge the locks to pass larger vessels. In 2014 a third larger set of locks will begin operations and define a new class of vessels called New Panamax.

New Panamax has size limitations of 366 meters or 1200 feet of overall length, 49 meters or about 160 feet of beam, and a draft of 15 meters or 50 feet. The air draft will remain the same under the [Bridge of the Americas](#) which is now the main limiting factor for large vessels passing through the canal.

Seawaymax – This class of vessels is designed to achieve the maximum size for passage through the [Saint Lawrence Seaway](#) inbound or outbound from the Great Lakes system.

The locks of the seaway are the limiting factor and can receive ships no larger than 225.5 meters or 740 feet of overall length, about 24 meters or 78 feet of beam, about 8 meters or 26 feet of draft, and an air draft of 35.5 meters or 116 feet above the water.

Larger vessels operate on the lakes but they are unable to reach the sea because of the bottleneck at the locks.

Supermax, Handymax – Once again this is a class of ships that is not restricted by a specific set of locks or bridges but instead it refers to cargo capacity and the ability to use ports. Ports are often designated to be Supermax or Handymax compatible.

Supermax as you probably guessed is the largest of the vessels with a size of around 50,000 to 60,000 DWT and can be as long as 200 meters or 656 feet.

Handymax vessels are slightly smaller and have a displacement of 40,000 to 50,000 DWT. These ships are usually at least 150 meters or 492 feet.

Suezmax – The Suez Canal's dimensions are the limiting factor for ship size in this case. Since there are no locks along the one hundred plus miles of the canal the only limitations are draft and air draft.

The canal has a useful draft of 19 meters or 62 feet and vessels are limited by the height of the [Suez Canal Bridge](#) which has a clearance of 68 meters or 223 feet.

Related Articles

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140 International Organizations Call for End to Biodiversity Offsetting Plans

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At the opening of the [World Forum on Natural Capital](#) in Edinburgh, Scotland yesterday, [140 organizations](#) from all over the world [released a statement](#) to say “No” to biodiversity offsetting. The statement was launched in a [counter forum on Natural Commons](#) taking place in Edinburgh at the same time.

In a released statement, 140 international organizations called for end to biodiversity offsetting plans which would give developers and industry a ‘license to trash nature.’ [Photo courtesy of Shutterstock](#)

[Biodiversity](#) offsetting is the theory that you can destroy nature in one place, as long as you replace it elsewhere to ensure “no net biodiversity loss.” Not only has this proven unworkable, it puts pressure on community livelihoods.

“Offsetting treats nature such as forests or rivers as if it were an exchangeable item you buy in the supermarket,”

said Hannah Mowat from [FERN](#), explaining why [offsetting has had such poor results](#) so far.

“Destroying one forest or river with a promise of protecting another fails to recognize that they are part of a wider ecosystem and intrinsic to human and cultural landscapes,” Mowat continued. “Destruction of complex and site specific biodiversity cannot be offset. It is time to be clear that offsetting will not tackle biodiversity loss but may impoverish communities.”

The statement raises concern that offsetting could erode the power of environmental laws to restrict damaging activities. In the UK, [offsetting is being used as an excuse to speed up planning laws](#) and remove “green tape.” The EU is also considering new laws that could question the strength of the [Nature Directives](#). This is also the case in a number of countries in the global South, such as Brazil, where it is a license to trash nature.

“In Brazil, the government is reforming public policies to allow companies to ‘offset’ their impact rather than preventing damage in the first place,” said Lúcia Ortiz from Friends of the Earth Brazil. “The Brazilian development bank, BNDES, provides grants to states to create subnational laws for carbon and biodiversity offsets. Though this is being challenged by the public attorney, these policies are causing dramatic violations of Indigenous Peoples’ rights and the rights of communities dependent on natural resources”

“Nature is a common good that we all share rights to and have responsibility over,” said Nick Dearden, director of the [World Development Movement](#) and co-organizer of the Forum on Natural Commons.

“It should be managed democratically by a commons-centered approach and not by a market based approach that takes power away from the people and gives more resources to those who can pay the most,” continued Dearden. “Many organizations, scientists and people have come together through this statement to expose that the motive is profit, not conservation.”

[Climate justice activists currently at the climate negotiations](#) in Warsaw are exposing that market based mechanisms such as carbon trading and forest carbon markets are [proven failures](#) and should not be extended to areas such as biodiversity. Activists and organizations are calling on governments to bring these failed approaches to an end and concentrate on ways to reduce [carbon emissions](#) and biodiversity loss at home.

River Users Oppose Proposed Pilot Rate Increase

Regional shippers, ports and steamship operators strongly oppose proposals filed by the Columbia River Pilots and the Columbia River Bar Pilots to substantially increase their pay despite a worldwide recession and a 30 to 40 percent decline in ship traffic since the fall of 2008. The Columbia River Bar Pilots ("CRBP") have filed a petition with the Oregon Board of Maritime Pilots seeking a 34.5 percent increase in pilot pay, an additional \$1.2 million to pay an extra four bar pilots, and another \$1.4 million in incentive income. Similarly, the Columbia River Pilots ("COLRIP") filed a petition, seeking a nearly 100 percent increase in pilot pay.

Oregon licensed pilots currently earn a target net income of \$215,000 plus more than \$70,000 for pension and benefits annually. Many Oregon pilots have enjoyed incomes 15 to 20 percent above this level in previous years. In 2008 shippers paid more than \$30 million in pilot fees to fewer than 60 Columbia River system pilots.

In seeking this substantial increase, both COLRIP and CRBP say they want compensation equal to that received by pilots in San Francisco and Puget Sound.

Strongly opposing this, the Columbia River Steamship Operators Association ("CRSOA") points out that a similar number of pilots in San Francisco and Puget Sound serve more than twice the number of ships handled by Oregon licensed pilots.

CRSOA, in addition to the Port of Portland and the Port of Vancouver (USA), seeks a reduction in pilotage costs, and wants to reduce the pilotage tariff to fund only the number of pilots necessary to serve the reduced volume of ship traffic in an effort to keep the Columbia River competitive and preserve family-wage and union jobs. CRSOA does not understand why the pilots are seeking any increase in fees during times when most others in the industry have reduced salaries, cut critical functions, furloughed employees, and are continuing to make big sacrifices to save jobs. CRSOA and the ports believe that global economic recovery combined with the construction of new industrial and exporting facilities on the Columbia River will restore river traffic to pre-recession levels, improving the situation for all river-related workers, not just the pilots. Any adjustments to pilot income should be postponed until there is commerce sufficient to support the additional costs.

The pilots' income is established by the Oregon Board of Maritime Pilots. Members of the Oregon Board of Maritime Pilots are appointed by Governor Ted Kulongoski. The level of pay is examined periodically by this board. Each year the level of pay is adjusted for inflation.

Facts

Columbia River System Pilots – Fewer than 60 pilots served 1,650 ships in 2007, and will serve a predicted 1,400 ships in 2010. Current target net income: \$215,000, plus \$70,000 in pension and benefits.

Puget Sound – 55 pilots served approximately 3,000 ships in 2008. Annual income: \$350,000 plus.

San Francisco – 61 pilots served 3,500 ships in 2008. Annual income: \$400,000 plus.

Average pay in the maritime industry is \$46,000 per year. More than 40,000 jobs depend upon Columbia River maritime commerce. An additional 59,000 jobs in the Pacific Northwest are connected to maritime commerce.

The economic downturn of 2008 shares the blame for the dramatic drop in ship traffic on the Columbia River in the past year. There has been a downward trend in the number of ships calling the Columbia River over the past decade. From a high of 1,844 ships in 2000 to a low of 1,650 ships in 2007 and a predicted 1,400 ships in 2010, ship traffic on the Columbia River continues to decline.

Shipping companies have had significant layoffs and reduced port calls. Ports have had to slash their budgets to account for drastic reductions in income caused by customers who can no longer afford to ship cargo through the Columbia River.

While the number of pilots for the Columbia River remains stable, hundreds of family-wage workers have lost their jobs in the region's maritime commerce.

There is no competition for pilot services for the Columbia River.

In a similar process earlier this year, the Puget Sound pilots were rebuffed in their attempt to raise their pay before the Washington Board of Pilotage Commissioners.

Constraints on the Columbia River

Double Pilotage – ships calling at Columbia River ports must pay for both a Bar Pilot and a River Pilot – putting the Columbia River ports at a significant disadvantage.

A car carrier calling a Columbia River port pays over \$18,000 more for pilots than the same ship calling Tacoma.

A container ship calling a Columbia River port pays over \$11,500 more for pilots than the same ship calling Tacoma.

A bulk cargo ship pays over \$16,000 more for pilots to call a Columbia River port than it pays for pilots in Seattle, and over \$12,000 more for pilots than it pays for pilots in San Francisco.

For questions, please contact:

Jim Townley

Executive Director of CRSOA

503-939-7854

GENERAL STATEMENT BUREAU OF RECLAMATION BUDGET JUSTIFICATIONS - FY 2014

Introduction

Reclamation's fiscal year (FY) 2014 Budget sustains Reclamation's efforts to deliver water and generate hydropower, consistent with applicable State and Federal law, in an environmentally responsible and cost-efficient manner. It also supports the Administration's and Department of the Interior's (Department) priorities to tackle America's water challenge's; protect and restore ecosystems; promote a new energy frontier; empower tribal nations; and establish a 21st century youth conservation workforce. The Department will continue the WaterSMART Program (with participation from both Reclamation and the U.S. Geological Survey) which support those priorities, and Reclamation's budget reflects that support. The Bureau of Reclamation's FY 2014 budget takes a very deliberate approach to accommodating our many mission priorities. Reclamation's ability to achieve progress on objectives in the area of certainty, sustainability and resiliency with respect to water supplies is a major focus. Climate change adaptation, water conservation, improving infrastructure, sound science to support critical decision making, and ecosystem restoration were balanced in the formulation of the FY 2014 budget.

Responding to the threat of climate change is a national priority. No resource is more vulnerable than water and action will be required on many fronts to effectively respond to projected impacts. No one can ignore the devastating economic and environmental impacts of raging fires, crippling drought, and more powerful storms. These climate-driven events greatly affect water resources and water-related infrastructure. Reclamation's programs of applied science, collaborative watershed assessment and action, improved water management, increased renewable energy generation, new or modified infrastructure, and river restoration, are integral to an effective climate change adaptation strategy.

In order to meet Reclamation's mission goals of securing America's energy resources and managing water in a sustainable manner for the 21st century, one focus of its programs must be the protection and restoration of the aquatic and riparian environments influenced by its operations. Ecosystem restoration involves a large number of activities, including Reclamation's Endangered Species Act recovery programs, which directly address the environmental aspects of the Reclamation mission. The Bureau is increasingly engaged in several river restoration projects, including the San Joaquin River Restoration, which can be considered a centerpiece for our river restoration efforts. Reclamation's river and ecosystem restoration programs are included in the Administration's America's Great Outdoors (AGO) Initiative and supports AGO's objectives to conserve, restore and connect people to the great outdoors.

Reclamation is requesting increased funding for Indian Water Rights Settlements. The increase in construction funding more than doubled to over \$60 million (\$24.5 million in 2012, \$25 million in 2013) for the Navajo-Gallup Water Supply Project for Reclamation's contribution to the Navajo-San Juan settlement. This is especially important as the project is one of the Administration's high priority infrastructure projects and will now be on a path to meet settlement requirements over the next decade. Other key legal obligations will require significant increases in 2014, such as the San Joaquin River Restoration and court-ordered drainage management program for the Central Valley's San Luis Unit in California.

As the largest supplier and manager of water in the 17 western States and the nation's second largest producer of hydroelectric power, Reclamation's projects and programs are critical to driving and maintaining economic growth in the western States. •

Shared Responsibility - Securing non-Federal cost-share partners to meet project or program funding needs, and leverage funding through these collaborative partnerships.

Merit-Based Funding - Utilizing competitive processes for the awarding of grants, contracts, or other government services based on published criteria that reflects Departmental and Administrative priorities.

Regional Equity - Conducting the management of Reclamation's water infrastructure and programs by setting priorities on a West-wide basis.

Pacific Northwest Waterways Association

Maintenance dredging critical to protect and grow new investment

Within six months of the channel deepening completion, high river flows resulted in severe shoaling above the authorized 43-foot depth, forcing draft restrictions to 40-41 feet. While the restrictions are currently lifted, the probability of high sustained river flows in 2012 coupled with increased dredging costs may again force draft restrictions, putting both current and future public and private investments at risk. The direct estimated impact of a 40' draft restriction is a minimum of \$22 million per year, affecting millions of tons of cargo. According to NOAA, each inch of draft allows a ship to transport an additional 358,000 pounds of wheat. For example, a grain elevator that was not able to load the last foot of contracted cargo in 2012 was forced to pay \$60,000 in dead freight and lost the ability to bid on subsequent contracts. With draft restrictions, these numbers add up very quickly for the Columbia Snake River System, the top U.S. wheat export gateway and the third largest grain export gateway in the world. At a time when the region and nation are poised to take advantage of the channel, inadequate maintenance dredging can stunt the economic growth and recovery from the recession. Adequate O&M funding for the deep draft Columbia River is vital to maintaining the reliability of the 43' channel and to protecting the 20-year \$200M investment.



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on November 02, 2013 at 11:00 AM, updated November 02, 2013 at 11:31 AM

By Elvis Ganda

Stripped of its prejudiced undertones, the ILWU is left simply with the assertion that ICTSI wants to make a profit at Terminal 6. ICTSI, unlike the Port, is a for-profit company. In 2010, the Port lost approximately \$17 million at Terminal 6. 2010 was no exception. The Port consistently lost money year after year at Terminal 6. In taking over the operation, ICTSI's intent was to make Terminal 6 an economically sustainable operation. As part of that goal, we developed a ten-year plan under which ICTSI was to invest approximately \$92 million in improvements. These investments in Portland are threatened by the ILWU's escalation of a dispute over one or two jobs that were never previously performed by ILWU members.

By [Richard Read | rread@oregonian.com](#) Email the author | [Follow on Twitter](#)

on October 18, 2013 at 4:24 PM, updated October 18, 2013 at 6:41 PM

Portland has always been an expensive port, as shipping companies have to hire pilots and take the time to bring their vessels 100 miles up the Columbia River for relatively low container volumes. But a festering longshore labor dispute and increased terminal charges also appear to have taken a toll on Hanjin, a global company that badly needs to cut costs.

Jeff McEwen, Portland manager for the South Korean shipping line, said container handling costs and low longshore labor productivity helped make Portland too expensive.

“The actual charges have substantially increased, and when productivity doesn’t meet our norms,” McEwen said, “the cost goes up even more.”

By [The Oregonian](#)

on April 24, 2010 at 10:35 PM, updated April 25, 2010 at 12:02 AM

Dredging the Columbia

The Columbia River Channel Improvement project, nearly 20 years in the making, will be completed by the end of this year. But it hasn't turned out quite as projected:

Cost

Then: \$134 million

Now: \$178.4 million

Time to complete

Then: 2 years

Now: 5 years

Material to be removed

Then: 14.5 million cubic yards

Now: 15.6 million cubic yards

The timeline

1989: Port of Portland and other Oregon and Washington ports ask the U.S. Army Corps of Engineers to look into the feasibility of deepening the Columbia River channel.

1999: Congress approves the U.S. Army Corps of Engineers plan to deepen 103 miles of the river to 43 feet. An 11-mile stretch of the Willamette River is deferred from the dredging plan due to its designation as a Superfund site.

2000: The National Marine Fisheries Service withdraws approval of the project, stating that it would harm salmon.

2002: The National Marine Fisheries Service changes its biological opinion, removing the largest environmental hurdle for the U.S. Army Corps of Engineers.

2003: The corps reduces the projection for the project to \$134 million, due to decreasing the amount of sand and rock removed. Oregon and Washington environmental officials give their stamp of approval. Other law suits are settled.

2004: Corps approves a final plan and sets completion date in 2007.

2005: Dredging begins.

2010: Dredging will be completed with a final \$30 million in federal economic stimulus dollars.

Initially, the corps agreed to 736 acres of mitigation work to compensate for dumping dredged sand and rock onto farmlands, forests and wetlands. In the end, only 352 acres were completed.

The agency also agreed to roughly 4,000 acres of restoration work, separate from projects to address damage to marshes and other fish habitat from past dredging. The Columbia is home to 13 endangered or threatened salmon and steelhead runs.

To date, only 700 of those 4,000 acres have been restored or are in process. Another 600 acres were dropped. And the remaining 2,700 acres are pending. It's not clear if they will be completed.

PORTLAND CITY COUNCIL
COMMUNICATION REQUEST
Wednesday Council Meeting 9:30 AM

Council Meeting Date: 12-11-13

Today's Date 10-23-13

AUDITOR 10/23/13 AM 10:10

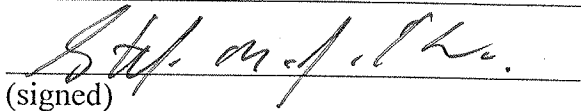
Name STEFAN KARLIC

Address 1503 N. HAYDEN ISLAND OR. UNIT 28 PORTLAND OR 97217

Telephone 503-961-4209 Email LIMEYSTEFAN@HOTMAIL.COM

Reason for the request:

W.H.I. (THE EMERALD OF PORTLAND)
WEST HAYDEN ISLAND.


(signed)

- Give your request to the Council Clerk's office by Thursday at 5:00 pm to sign up for the following Wednesday Meeting. Holiday deadline schedule is Wednesday at 5:00 pm. (See contact information below.)
- You will be placed on the Wednesday Agenda as a "Communication." Communications are the first item on the Agenda and are taken promptly at 9:30 a.m. A total of five Communications may be scheduled. Individuals must schedule their own Communication.
- You will have 3 minutes to speak and may also submit written testimony before or at the meeting.

Thank you for being an active participant in your City government.

Contact Information:

Karla Moore-Love, City Council Clerk
1221 SW 4th Ave, Room 140
Portland, OR 97204-1900

(503) 823-4086 Fax (503) 823-4571

email: Karla.Moore-Love@portlandoregon.gov

Sue Parsons, Council Clerk Assistant
1221 SW 4th Ave., Room 140
Portland, OR 97204-1900

(503) 823-4085 Fax (503) 823-4571

email: Susan.Parsons@portlandoregon.gov

Request of Stefan Karlic to address Council regarding West Hayden Island
(Communication)

DEC 11 2013

PLACED ON FILE

Filed DEC 06 2013

LaVonne Griffin-Valade
Auditor of the City of Portland

By 

COMMISSIONERS VOTED
AS FOLLOWS:

	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Novick		
Hales		