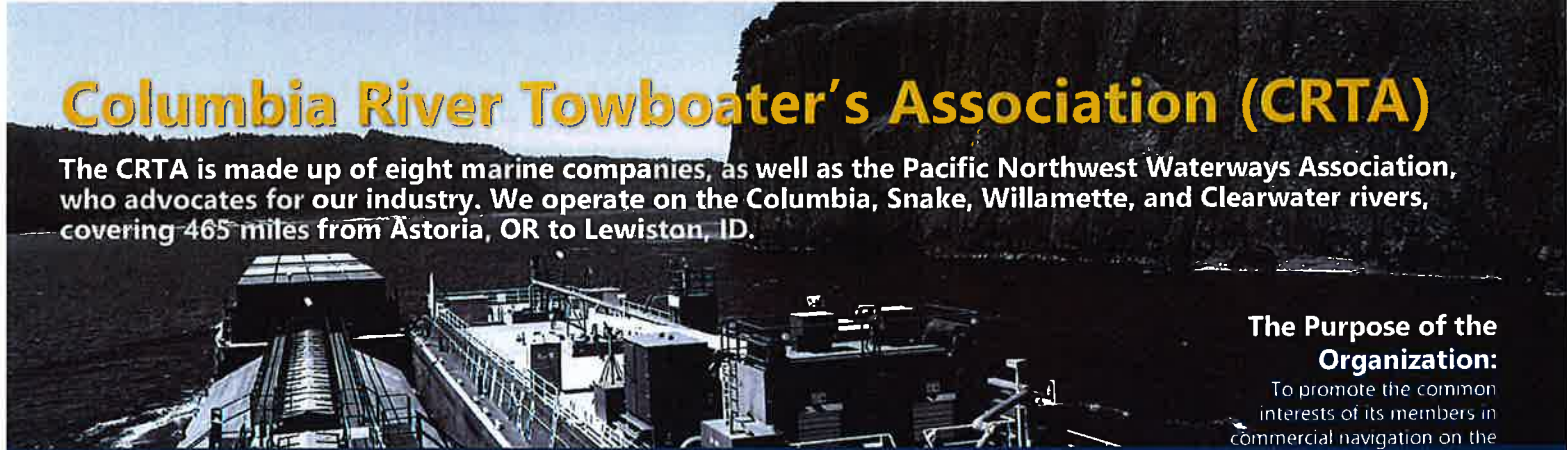


Columbia River Towboater's Association (CRTA)

The CRTA is made up of eight marine companies, as well as the Pacific Northwest Waterways Association, who advocates for our industry. We operate on the Columbia, Snake, Willamette, and Clearwater rivers, covering 465 miles from Astoria, OR to Lewiston, ID.



The Purpose of the Organization:

To promote the common interests of its members in commercial navigation on the Columbia/Snake river system. Membership is open to all persons, firms or corporations engaged in the operating of freight boats, passenger and tour boats, towboats, terminal or barges or other water transportation for hire on the Columbia, Willamette, or Snake rivers or their tributaries.

Inland Navigation Facts:

- 360 miles, 14 feet deep, from Portland/Vancouver to Lewiston, ID
- Over nine million tons of commercial cargo in 2014
- Important gateway for U.S. wheat and forest products
- Over 18,000 cruise passengers in 2017, with 15M in direct economic benefits to the region
- Inland Marine Transportation directly supports 40k local jobs

Our members barge a variety of commodities up and down the river systems, such as:



Wheat



Petroleum



Fertilizer



Paper Products



Wood Chips



Solid Waste



Maritime Emergency Response

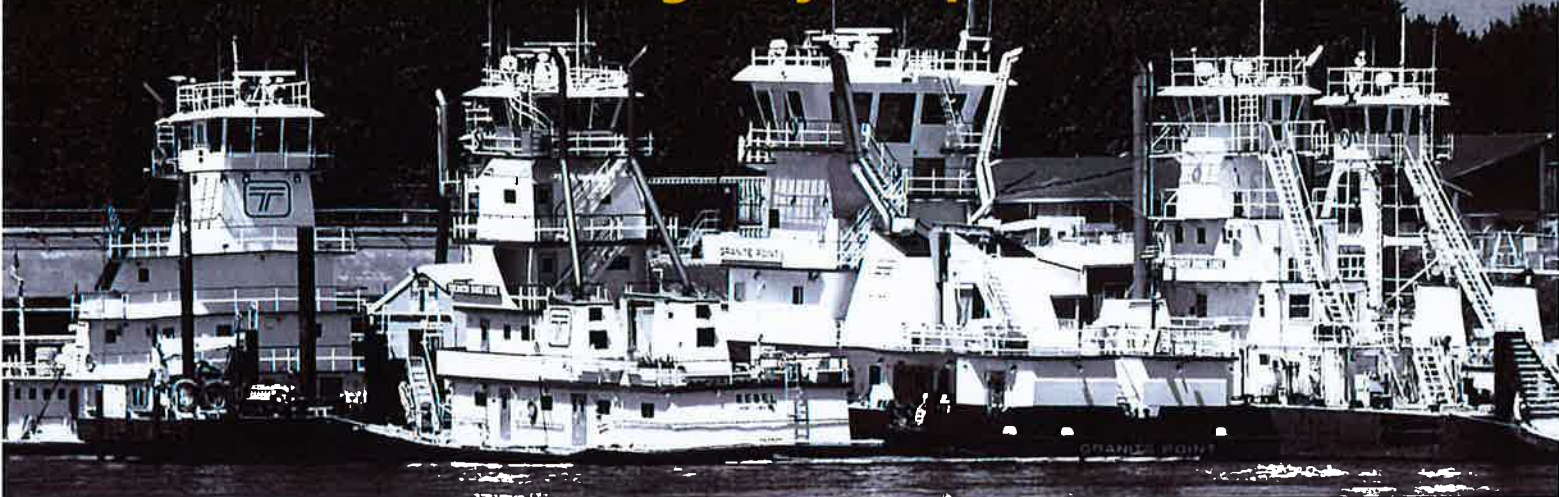
A catastrophic event, such as the Cascadia earthquake, could be very devastating to the infrastructure and would require an Incident Command System be established. The maritime community would work at the direction of the Federal On-Scene Commander, who would more than likely be the US Coast Guard.

We transit through **four dams** and **12 bridges** on the Columbia River, and **four dams** and **eight bridges** on the Snake and Clearwater rivers

The members of our association have a number assets, which include, but not limited to:

- ▶ **50** plus tugboats, ranging in horsepower from 800 hp to 5,000 hp
- ▶ **80** plus grain barges; capacity 2000 to 4000 tons
- ▶ **20** plus chip barges; capacity 600 to 1,200 BDT's
- ▶ **12** plus flat deck barges, ranging in size from 132' x 42' to 300' x 58'
- ▶ **8** petroleum barges ranging in capacity from 25,000 to 48,000 bbls
- ▶ **10** plus marine derrick cranes

CRTA Maritime Emergency Response



The response would depend on the degree of devastation

- Would navigation locks be operable?
- Would navigation under bridges be compromised?
- Would the navigation channel be compromised?

Other challenges to our industry's ability to respond would include:



Loss of Communication



Ability to Refuel Equipment



Shortages in Manpower



Vessel Access (i.e. no more docks?)

Our industry could potentially provide a wide variety of waterborne services including:

- The transportation of petroleum products along the river
- The transportation of people across the water should bridges be unusable
- The establishment of portages for emergency response efforts
- Delivery of general stores, supplies and personnel critical to these efforts
- The mobilization of marine derricks and other construction equipment
- Transportation and delivery of heavy equipment needed for potential mitigation measures, such as the installment of earthen barriers, levee repairs and other forms of flood water management