



## Columbia River Steamship Operators' Association, Inc.

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February 23, 2017

House Transportation Committee  
Oregon State Capitol  
900 Court Street, NE  
Salem, OR 97301

**Re: CRSOA Support for HB 2695**

Chair McKeown and Members of the House Transportation Committee:

Established in 1922, the Columbia River Steamship Operators' Association, Inc. (CRSOA) includes members representing ship owners, operators, agents, towing and bunkering, as well as facilities and ports along the Columbia/Willamette/Snake rivers and the Oregon coast deep draft ports. CRSOA's purpose is to make ports in Oregon and the Columbia River region increasingly popular for commercial ships and shippers to come and do business. This is accomplished by working closely with federal, state and city governments, federal and state legislatures, ports, pilots and shippers, with agricultural and industrial organizations, trade associations, unions, and others to ensure that quality services are provided at competitive prices in a safe, secure, reliable and efficient manner.

CRSOA supports HB 2695 because it will help make log and woodchip sourcing to Oregon forest products manufacturers more cost competitive by removing significant costs – state pilotage fees – that do not burden the forest products competitors in Washington state. Sourcing cost competitive log imports from British Columbia make more of Oregon's higher value, locally sourced export logs available for the valuable log export market out of Coos Bay. British Columbia log sourcing also promotes more woodchip production in Coos Bay, benefitting Oregon paper mills and chip exporters. Improving cost competitiveness for log and chip exports improves shipping opportunities for ship owners and operators of the CRSOA.

The CRSOA can think of no safety related impact from HB 2695. There is no safety related difference between a U.S. tug bringing a barge load of forest products from the Columbia River to Coos Bay and that same tug and licensed operators bringing a load of forest products from British Columbia to Coos Bay. HB 2695 preserves all the safety criteria applicable to U.S. tugs in coastwise trade.

The CRSOA urges support for HB 2695.

Sincerely,

Kate Mickelson  
Executive Director