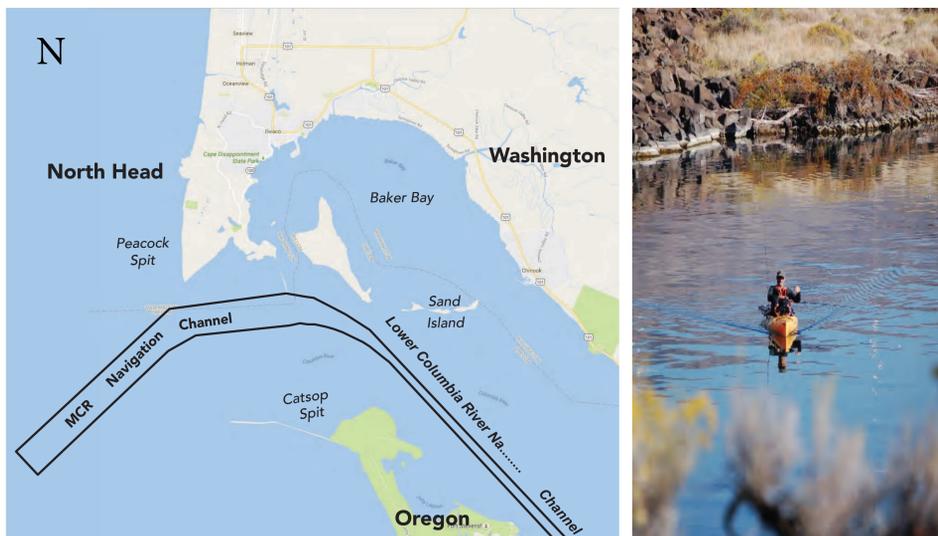




Navigation

Navigation on the Columbia River System is both commercial and recreational. Commercial goods can be transported by water on federally maintained channels from the Pacific Ocean through the mouth of the Columbia River to the Tri-Cities area on the Columbia River and to Lewiston, Idaho, on the Snake River. Recreation boaters enjoy the entire river system.

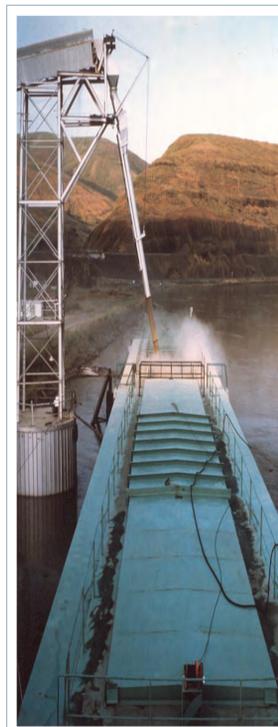
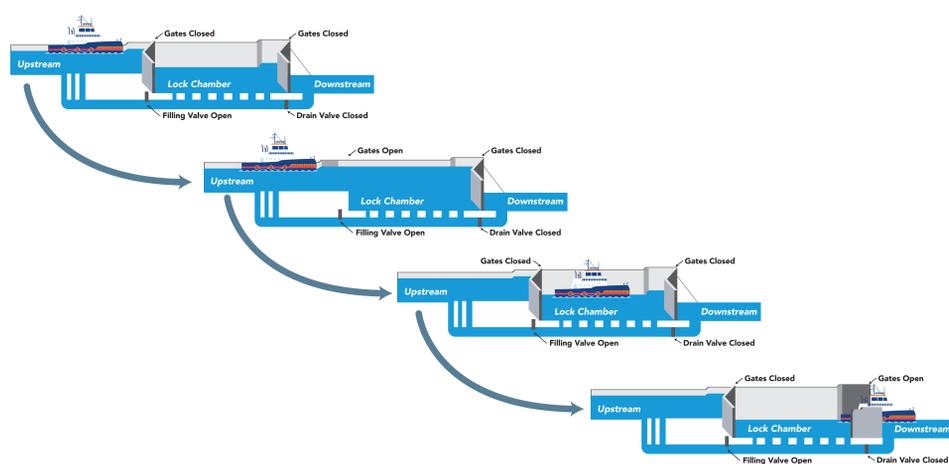


Management for Navigation

Ships and barges need minimum water depths to navigate year round. Operations and maintenance for navigation are different above and below Bonneville Dam.

In the Columbia River below Bonneville Dam, the depth of the navigation channel is maintained by regular maintenance dredging.

Above Bonneville Dam and in the Snake River, the inland waterways require maintaining a 14-foot minimum water depth in the channel and at the locks to accommodate the Columbia River tugs, barges, log rafts, and recreations craft.



Construction of the locks at Federal dams has improved navigation on the Columbia and Snake rivers.

Navigation on the Columbia and Snake rivers was improved in two segments.

The first segment is the 106-mile-long open river channel used by deep-draft ships from the Pacific Ocean to the Portland/Vancouver area.

The second segment is a barge channel that extends 359 miles from Vancouver, WA to the Tri-Cities area on the Columbia River and to Lewiston, ID, on the Snake River.

Navigation upstream of Bonneville Dam is made possible by a series of locks and reservoirs at eight Federal dams.

Commercial Navigation

Greater than half of the commercial navigation on the Columbia–Snake River System is exports. However, it is also an important transportation route for goods moving to the interior, such as fuel to the Tri-Cities area and up to Lewiston, ID.

Some of the top exports are wheat, oilseeds (soybean, flaxseed and others), lumber, and corn. The top imports include iron and steel products, manufactured equipment, and building material like sand, gravel, stone, building cement and concrete.

An average of 57 million tons of commodities were transported in 2010–2014, which would have required transport by over 2 million semi-trucks. Of that, approximately 36.6 million tons were exported to foreign destinations (64%).

