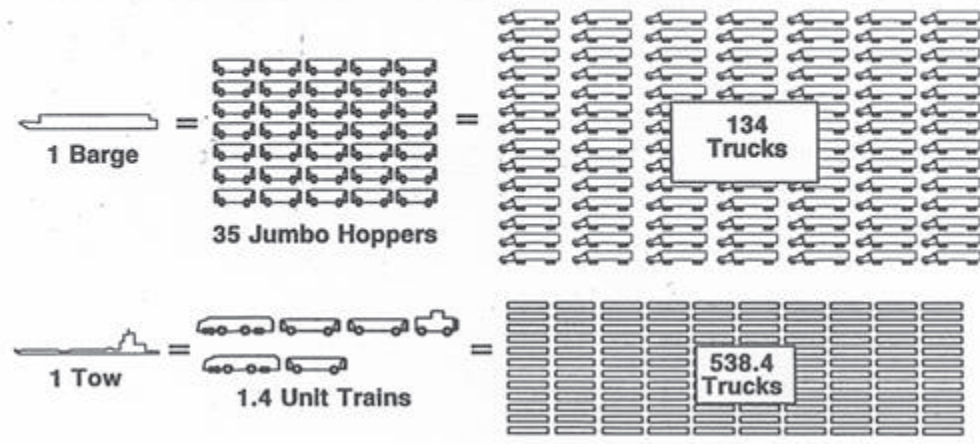


THE COLUMBIA/SNAKE RIVER SYSTEM



Barge	4-Barge Tow	Jumbo Hopper Car	100-Car-Unit Train (grain)	Large Semi
3,500 Ton	14,000 Ton	100 Ton	10,000 Ton	26 Ton
122,500 Bushels	490,000 Bushels	3,500 Bushels	350,000 Bushels	910 Bushels
875,000 Gallons	3,500,000 Gallons	30,240 Gallons	3,024,000 Gallons	7,865 Gallons



Deep Draft Channel

- 110 miles, 40 feet deep
- 40 million tons of cargo each year
- \$14 billion value of international trade each year
- No. 1 US Wheat export gateway
- No. 1 US Barley export gateway
- No. 2 US Corn export gateway
- No. 1 West Coast mineral bulk export gateway
- Containers and autos serve 43 states

Hydropower

- 75% of region's electricity
- 12,000 average annual mega watts produced
- Record is 19,800 Amw (2002)
- Renewable, non-polluting (zero emissions)
- BPA energy revenues funded \$7 billion in fish recovery

Inland Navigation

- 365 miles, 14 feet deep, from Portland/Vancouver to Lewiston
- 12 million tons of cargo each year
- \$1.5-2 billion value annually
- Half of the Columbia River wheat exports arrive by barge
- 25% of the containers arrive by barge
- Lowest cost, least polluting form of transportation.
- One barge tow = 140 rail cars or 540 trucks
- Annually, barging keeps 700,000 trucks off the interstate through the Columbia Gorge

Irrigation

- * CSRS irrigates half of the 7.3 million acres of NW farmland
- \$10 billion in farm and livestock value

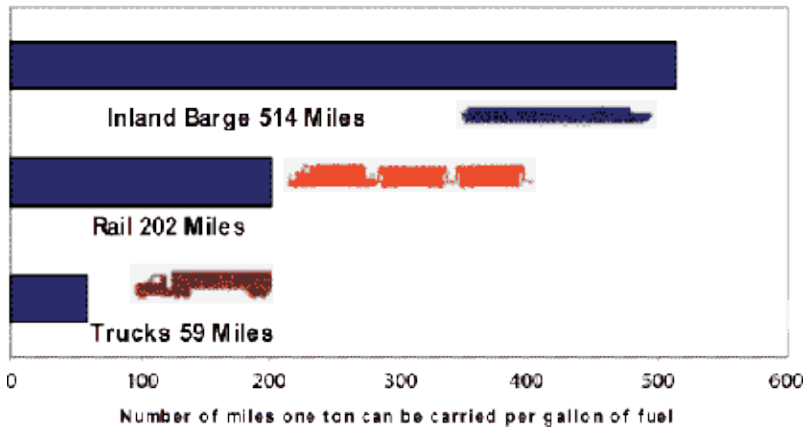
Flood Control

- Dams can store 20% of the region's 200 MAF of runoff
- During Feb. 1996 flood, dams kept Portland's river level 1-1.5 feet lower, preventing over \$3 billion in flood damage to downtown Portland and the region

Tourism

- 10-12,000 passengers per year on 5-7 day cruise ship tours. Estimated \$12-18 million revenue added to local economies.
- Many thousands of tour boat passengers on day trips and dinner cruises.

Relative Energy Efficiencies



Barges can carry more freight, and are the most fuel efficient mode of transportation.

Source: US Maritime Administration

Idaho

Idaho exported \$847.3 million in agricultural products in 2003; most of this product left the U.S. via the Columbia River. Over 70% of Idaho's wheat is exported, mostly through the Columbia River. In addition, 30-40% of the barley and 50-60% of the peas/ lentils grown in Idaho are exported via the Columbia River.

About 7,000 - 10,000 containers of exports are shipped from the Port of Lewiston to the Port of Portland by barge each year. Additional containers carrying export cargo are trucked to Columbia River ports. Once again, these facts prove the Columbia River is a critical part of the nation's transportation system.

Montana

The Lower Columbia River is the most direct and economical gateway for Montana wheat exports. In 2004, 134.6 million bushels of wheat were produced in Montana, and 72.9 million bushels of wheat were exported through the Columbia Snake River System to Asia. At least 99% of wheat exported from Montana through the Pacific Northwest is transported through the river system.

According to the Montana Department of Commerce "2004 State of Montana Export Summary," bulk shipments of wheat led all Montana export commodities. In addition to wheat, 1.56 million bushels of Montana grown barley were exported via the Columbia Snake River System in 2004.

Oregon

The Oregon wheat industry depends largely on the Columbia Snake River System to carry its product to market. Over 85% of Oregon wheat is exported, largely to Pacific Rim countries. River transport of bulk commodities like wheat, is the most effective way to move product to the ports.

In 2004, of all product exported through the Port of Portland, 46% was wheat. 13.5 million tons of wheat were exported through Columbia River ports last year.

More than 3 million tons of petroleum products are received at terminals in Portland each year. Approximately half of that volume is barged upriver to inland ports.

Washington

According to the 2004 State of Washington Marine Cargo Forecast, the total volume of waterborne trade is expected to increase from the current level of 75 million tons to 125 million tons over the next 20 years.

Lower Columbia River grain exports are expected to nearly double from 8.5 million tons today to 15.1 million tons. But this increase can only be achieved with the deepening of the navigation channel on the Lower Columbia River.



The Importance of the Columbia Snake River System

The Columbia Snake River system is a vital transportation link for the states of Idaho, Montana, Oregon and Washington. The economies of these four states rely on the trade and commerce that flows up and down this most important river of the Northwest!