

HWH

COLUMBIA RIVER HIGH, WIDE AND HEAVY CORRIDOR

THE COLUMBIA RIVER HIGH, WIDE & HEAVY CORRIDOR MAKING THE CASE



**ESTABLISHING A HIGH, WIDE AND HEAVY
TRANSPORTATION CORRIDOR CONNECTING
GLOBAL MARKETS TO WESTERN NORTH AMERICA
IS CRITICAL TO OUR REGIONAL ECONOMY.**

WHY A HIGH, WIDE AND HEAVY CORRIDOR? ECONOMIC IMPACT!

There will be continued demand to deliver high, wide and heavy loads to inland destinations from Columbia River ports. Each year, our region loses significant business opportunities and shippers lose time and money because infrastructure constraints prevent the movement of these loads, which can include components for wind energy and infrastructure, and other large equipment and machinery needed to expand or maintain our roads and power grid.

As demand for oversize cargoes grows and the cargoes themselves increase in size, the ability to move them through our region is critical to our economic health.

A safe and effective high, wide and heavy corridor provides shippers and local businesses the certainty they need to reliably move their products to market and continue contributing to our economy.



WORKING TOGETHER TO ESTABLISH A CORRIDOR

We've developed a High, Wide and Heavy Corridor Coalition that is teaming with local businesses, communities and government agencies to develop a corridor that can support the movement of these cargoes with minimal impact to regional communities and infrastructure.

Coalition members are implementing an action plan for the next two years to establish and develop a high, wide and heavy corridor from the Columbia River to Western and Midwestern North America.

NEXT STEPS

- Gain support for the corridor from the departments of transportation (DOTs), legislators, businesses and stakeholders.
- Engage with state DOTs, stakeholders and utility providers to identify the most efficient, cost-effective route.
- Develop a capital improvement program to make permanent improvements along the corridor to reduce the need for temporary solutions currently required for each move.

- Initiate a best-practices pilot program with the Oregon Department of Transportation to ensure high, wide and heavy loads are permitted in a timely manner, providing customers with reliable, consistent and predictable outcomes.
- Develop a shared legislative agenda and supporting materials about each state's current transportation challenges.
- Share best practices among each state's DOT to enhance understanding of current issues and potential solutions for transporting over-dimensional loads.

HWH: COALITION MISSION & GOALS

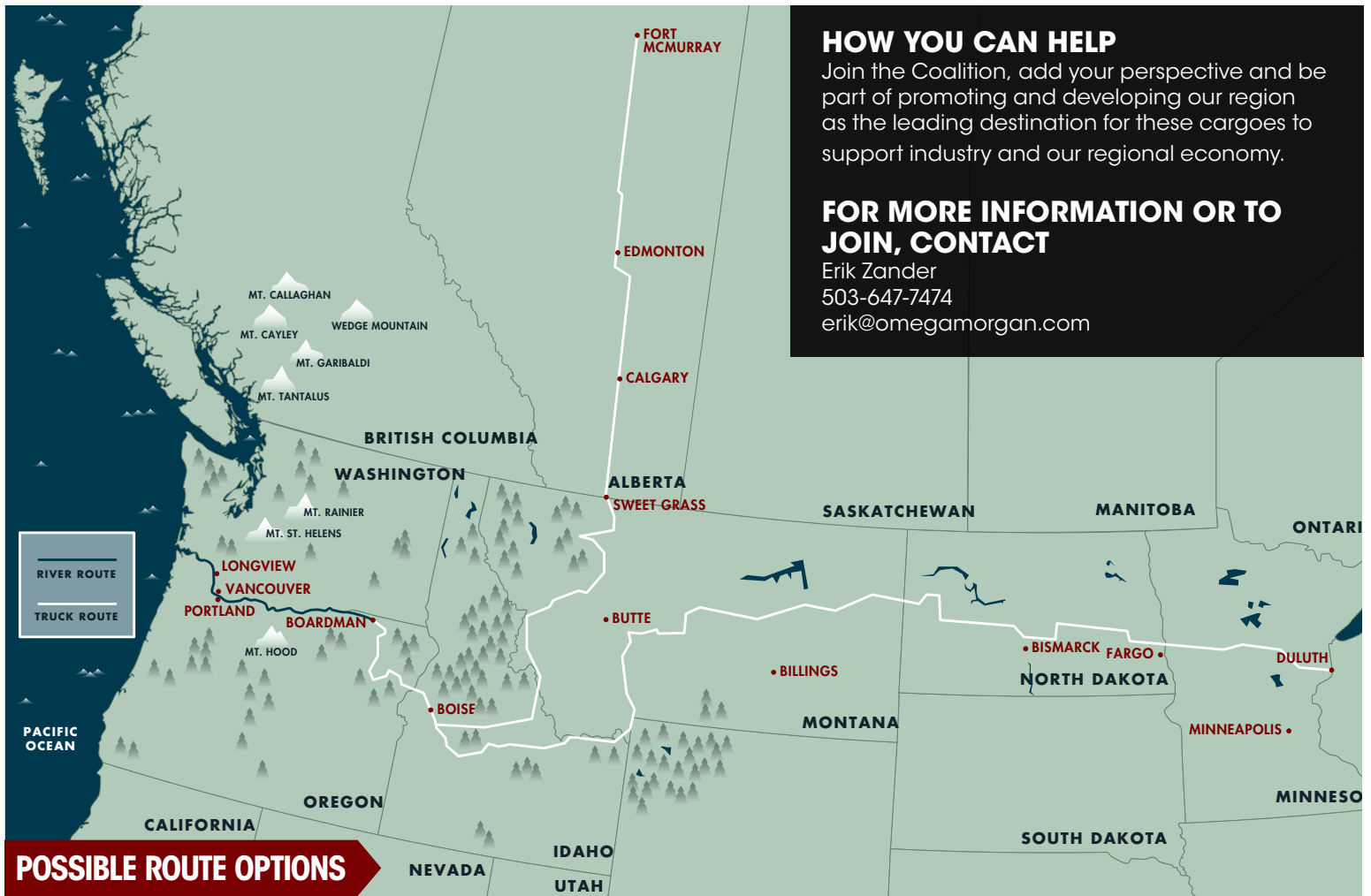


MISSION

To develop and manage an advocacy coalition of stakeholders that promotes the benefits of a high, wide and heavy corridor through the Columbia River region and facilitates the planning, funding, construction and operation of the corridor.

GOALS

- Establish a multi-modal route that allows importers and exporters to efficiently move cargo to and from North America through our Columbia River ports.
- Create economic opportunities for the Columbia River region and the greater Pacific Northwest.
- Coordinate regulatory reform and infrastructure improvements by engaging members of the transportation committees of Pacific Northwest states.



HOW YOU CAN HELP
 Join the Coalition, add your perspective and be part of promoting and developing our region as the leading destination for these cargoes to support industry and our regional economy.

FOR MORE INFORMATION OR TO JOIN, CONTACT
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COMPARE TIME AND COSTS FROM ASIA

Shipping from Asia through Columbia River ports saves shippers time and money. Shorter transit times and minimal handling means less stress on loads; fewer cargo preparation requirements and insurance; and reduced damage to high-value cargo and equipment.

MARINE	ASIA TO: COLUMBIA RIVER	ASIA TO: HOUSTON, TX
Distance Miles	5,101	10,055
Voyage Days	15	31
Fuel Cost & Charter Hire	\$607,500	\$624,219
Panama Canal Cost	-	\$88,000
COST	\$607,500	\$712,219

TRUCK	COLUMBIA RIVER TO: SWEET GRASS, MT	HOUSTON TO: SWEET GRASS, MT
Trucking Base Rate	\$5,800,000	\$7,800,000
Third Party Costs	\$2,100,000	\$5,000,000
Distance Miles	1,246	2,501
Transit Days	10	22
COST	\$7,900,000	\$12,800,000
TOTAL TRANSIT TIME	25 DAYS	53 DAYS
TOTAL COSTS	\$8,507,500	\$13,512,219

TOTAL SAVINGS: \$5 MILLION

BOTTOM LINE: 28 DAYS FASTER, 6,209 MILES CLOSER. THE PACIFIC NORTHWEST PERMITTING PROCESS REQUIRES FEWER PERMITS AND PERMITTING DAYS THAN VIA HOUSTON.

A SUCCESSFUL CORRIDOR AT WORK

Coalition member Omega Morgan completed a study documenting the preferred route for a high, wide and heavy corridor. They loaded three water purification tanks to barge in Portland, Oregon, offloaded the barge in Boardman, Oregon,

and transported them over the road through Oregon, Idaho and Montana to the project site in Fort McMurray, Alberta, Canada. This route proved that transporting high, wide and heavy loads safely and without environmental impact is possible.

