

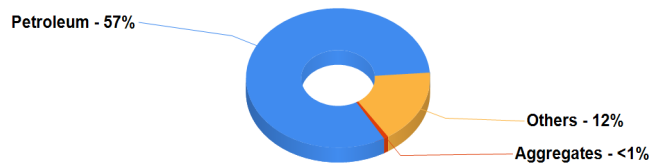


2022 State Quick Facts (Tons in Millions)

Tons Shipped -	15.4
Tons Received -	9.4
Tons Shipped Within State -	3.6
Total Commercial Docks -	69
Total Value (Billions)-	\$6.24
Total Domestic Tons -	12.4
Total Import Tons -	4.2
Total Export Tons -	11.8
Total Tons -	28.4

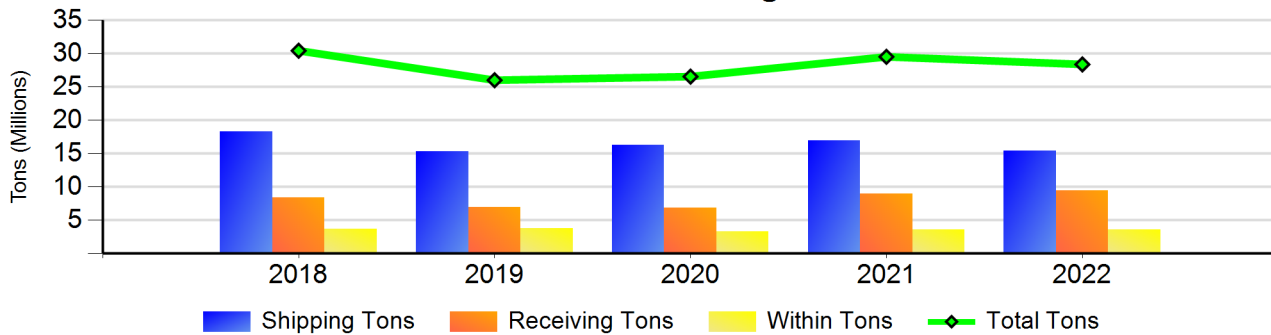
Source: Waterborne Commerce Statistics. Values estimated from 2019 NDSU UGPTI Commodity Valuation Study, values indexed by PPI to 2022 price level. (Commodity dollar values are not calculated for foreign movements)

2022 All Traffic Commodity Value Distribution



Source: Waterborne Commerce Statistics. Values estimated from 2019 NDSU UGPTI Commodity Valuation Study, values indexed by PPI to 2022 price level. (Commodity dollar values are not calculated for foreign movements). Remaining 31% unable to release due to insufficient operators.

State Five Year Tonnage Trend



Source: USACE Waterborne Commerce Statistics

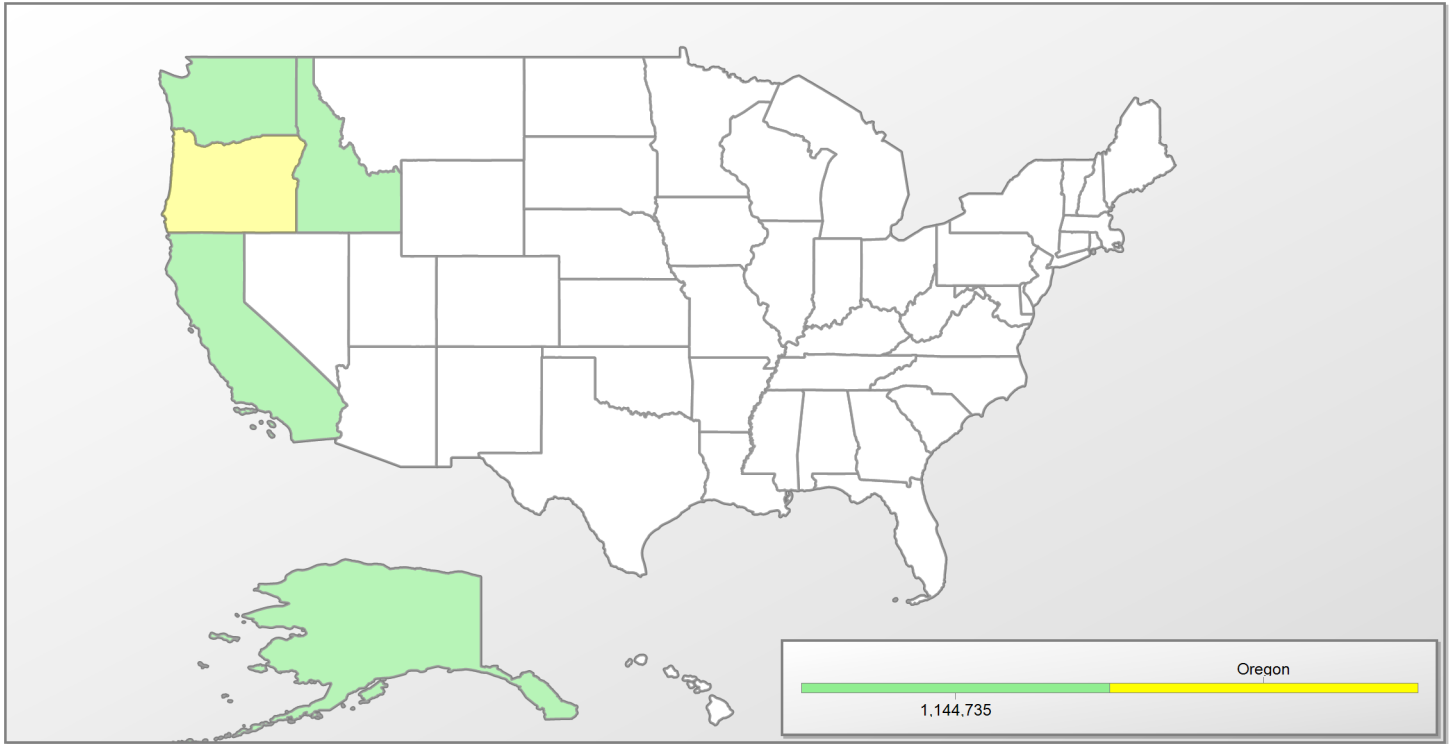
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Oregon - Continued

2022 States Sending Commodities to Oregon



Source: USACE Waterborne Commerce Statistics

State Sending Tons	Total Tonnage Sent to Oregon	Top Commodity - % of Total Sent to Oregon
Washington	4,614,660	Petroleum-49%
Foreign	3,297,942	Others-70%
Canada	943,583	**
California	508,367	Petroleum-97%
Idaho	41,578	**
Alaska	19,061	**

**Unknown and Not Elsewhere Classified Products

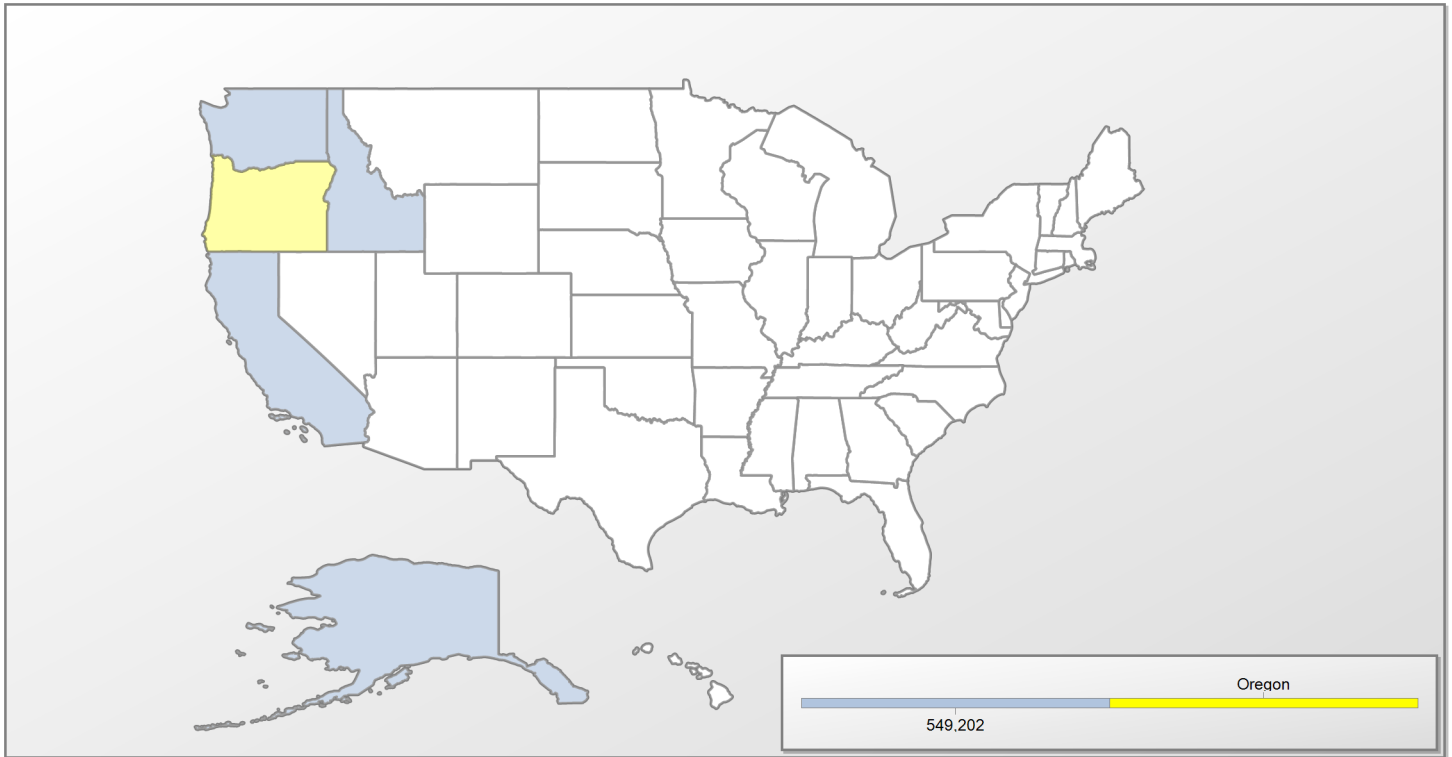
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Oregon - Continued

2022 States Receiving Commodities From Oregon



Source: USACE Waterborne Commerce Statistics

State Receiving Tons	Total Tonnage Received from Oregon	Top Commodity - % of Total Received from Oregon
Foreign	11,760,991	Chemicals-53%
Washington	2,174,893	Petroleum-49%
Alaska	765,161	**
California	651,934	**
Idaho	28,852	**
Canada	13,374	**

**Unknown and Not Elsewhere Classified Products

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Oregon - Continued

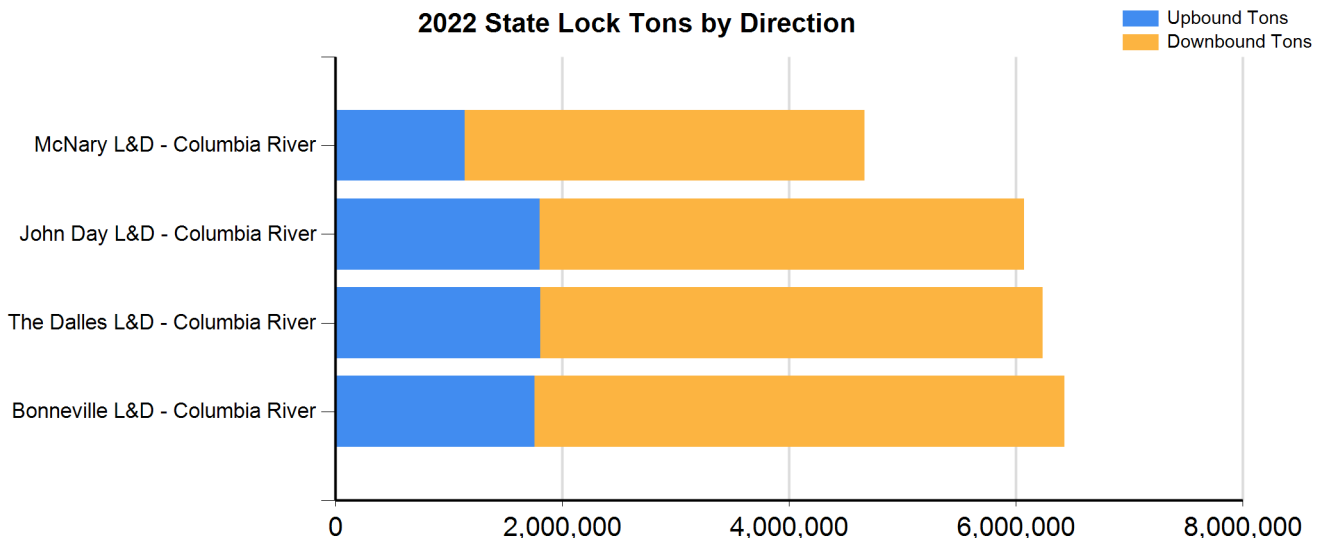
Five Year Trend of Tonnage Shipped or Received in Oregon

Commodity Group	Avg Tonnage	% of Total Tons (All Years)	Five Year Commodity Trend (Millions of Tons)				
Aggregates	3,991,101	14%	4.38	4.14	3.84	3.86	3.73
Chemicals	8,151,910	**				8.19	
Coal	131	**					
Crude Petroleum	771,282	**					
Grains	6,027,749	**					
Iron/Steel	284,583	**					
Ores/Minerals	48,410	**					
Others	5,263,830	19%	5.76	4.44	4.15	5.47	6.50
Petroleum	3,663,416	13%	3.73	3.44	2.10	3.97	5.08

Source: USACE Waterborne Commerce Statistics

** - Year = Insufficient Operators to Release Tonnage

2022 State Lock Tons by Direction



Source: USACE Waterborne Commerce Statistics

** - Insufficient operators to release directional tonnage

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PCXIN Outreach Site



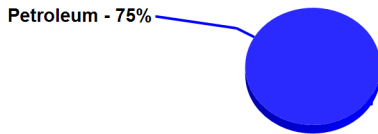
Oregon - Continued

Domestic Commodity Value Distribution Charts by Waterway Type

Source: Waterborne Commerce Statistics. Values estimated from 2019 NDSU UGPTI Commodity Valuation Study, values indexed by PPI to 2022 price level. (Commodity dollar values are not calculated for foreign movements)

2022 Coastal Traffic Commodity Value Distribution

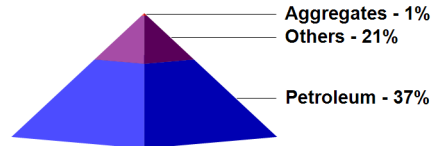
Total Value: \$3.24 (Billion)



Remaining 25% unable to release due to insufficient operators

2022 River Traffic Commodity Value Distribution

Total Value: \$3.00 (Billion)



Remaining 41% unable to release due to insufficient operators

Oregon 2022 Top 5 Waterways

Waterway Name	State Rank	Tons (Thousands)	Value (Millions)
Willamette River	1	19,885.2	\$5,584.9
Columbia River	2	5,331.1	\$1,574.6
Multnomah Channel, OR	3	2,552.5	\$34.3
Coos Bay, OR	4	**	**
Oregon Slough (North Portland Harbor), OR	5	1,359.2	\$34.2

Source: USACE Waterborne Commerce Statistics. Values estimated from 2019 NDSU UGPTI Commodity Valuation Study, values indexed by PPI to 2022 price level.
(Commodity dollar values are not calculated for foreign movements)

** Insufficient operators to release tonnage

Oregon 2022 Top 3 Ports (Tons in thousands)

Port Name	U.S. Rank	Type	Total Port Tons	Port Tons Within State
Port of Portland, OR	12	River/Coastal	22,867.7	22,867.7
Port of Columbia County, OR	17	River/Coastal	3,729.3	3,729.3
Oregon International Port of Coos Bay, OR	47	Coastal	**	**

Source: USACE Waterborne Commerce Statistics
Tonnage represents only shipped or received in the state and port, and not necessarily the total port tonnage.

** Insufficient operators to release tonnage

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