



FLOOD IRRIGATION

FOREVER

Idaho Department of Fish and Game
White-faced Ibis with Canada geese in the foreground are seen at the Market Lake Wildlife Management Area.

Farmers provide crucial habitat for waterfowl, recharge aquifer

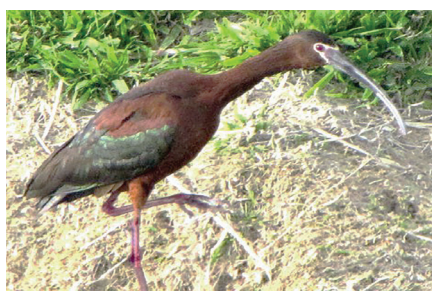
By CAROL RYAN DUMAS
Capital Press

ROBERTS, Idaho — Richard Gilchrist raises a small herd of Angus cross cattle about 20 miles northwest of Idaho Falls. He also flood irrigates his pasture and the alfalfa and grass he grows for hay, a practice that is falling out of favor among irrigators who seek efficiency in their operations.

But Gilchrist's goal goes beyond irrigation efficiency.

"I'm interested in preserving the habitat for the birds and the various wildlife," he said.

He has two plots, each about 150 acres. One is bordered on two sides by the Market Lake Wildlife Management Area, more than 6,000 acres of stopover habitat for waterfowl and nesting habitat



A white-faced ibis

for some bird species.

His flood-irrigated fields are an integral part of the birds' survival, providing food and shelter. But habitat for bird species on flood-irrigated agricultural lands across the West is disappearing as more farms are converted to efficient sprinkler irrigation.

About 62% of the wetlands in the Intermountain West are flood-irrigated pastures and hay meadows in floodplains. Those wetlands are concentrated on 7% of irrigated agricultural land, according to Intermountain West Joint Venture.

Privately owned habitat

For example, roughly 80% of the habitat used by sandhill cranes, white-faced Ibis, cinnamon teal and northern pintails is on privately owned, flood-irrigated wet meadows, according to the venture, which coordinates habitat conservation through public-private partnerships.

Maintaining flood irrigation in

See Irrigation, Page 11



Courtesy photo

Richard Gilchrist checks on cattle at his farm near Roberts, Idaho.

La Nina forms and likely to stay through winter

By DON JENKINS
Capital Press

A La Nina has formed, the National Oceanic and Atmospheric Administration reported Oct. 14, portending a wet and cold winter in parts of the Northwest.

NOAA's Climate Prediction Center forecast that the La Nina will peak at moderate strength from November through January. The center hedged a little, estimating a

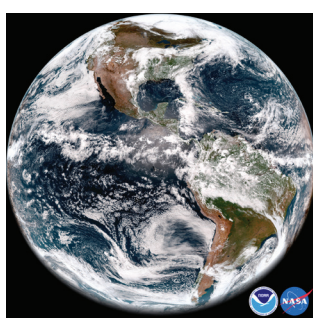
13% chance that the La Nina will diminish before winter.

"We have to have a little humility," Washington State Climatologist Nick Bond said, reacting to the forecast. "But as much as we can, we can count on it."

La Nina winters generally lead to cool and wet winters in the northern tier of the U.S., including Idaho. Above-average snowpacks in the Cascades, especially in Washington, are the norm. Last winter, a La Nina prevailed. Melting snow helped large Washington irrigation districts withstand this year's drought.

Farther south, however, La Nina has the opposite effect. A La Nina winter could worsen drought conditions in California and the Southwest.

Oregon roughly south of Roseburg falls in a transition zone where the effects of La Nina are hard to predict, Oregon State Climatologist Larry O'Neill said.



NOAA

The National Oceanic and Atmospheric Administration reports a La Nina has formed and likely will stay throughout the 2021-22 winter.

During last winter's La Nina, drought worsened in southern Oregon.

"I tend to temper expectations for that part of the state," O'Neill said. "The real wildcard is southwest Oregon and most of Eastern Oregon."

"Washington tends to have a strong La Nina

See La Nina, Page 11

Ag exports benefit from Portland's container business upswing

By MATEUSZ PERKOWSKI
Capital Press

PORTLAND — Business is again on the upswing at the Port of Portland's container terminal after a turbulent decade.

Agricultural exporters are benefiting from resumed ocean carrier service at the terminal, which recently secured additional weekly and monthly vessel calls from two shipping lines.

The question is whether the port can sustain this upward trajectory and bring Terminal 6 into profitability, so it no longer has to be subsidized by other marine operations.

"We are still operating in the red but we have closed the gap significantly," said Dan Pippenger, the port's chief operating officer. "We're closing the gap but we're not there yet."

Ten years ago, Terminal 6's financial losses convinced the port to lease the facility to a terminal operator, ICTSI.

The longshoremen's union began butting heads with the company almost immediately, resulting in decreased productivity that drove ocean carriers to abandon the container terminal in 2016.

ICTSI ended its contract to lease the facility for \$11 million under a legal set-



Mateusz Perkowski/Capital Press File

A container stacker works at the Port of Portland's container terminal. Business at Terminal 6 is on the upswing, helping ag exporters, but the facility isn't yet profitable.

tlement, after which the port and the longshoremen's union buried the hatchet.

Weekly container service returned to Terminal 6 early last year and the facility handled the equivalent of 58,800 20-foot containers in 2020.

With expanded service from the SM Line and MSC ocean carrier companies, the port projects those numbers will grow to 108,000 20-foot equivalent units in 2021 and 180,000 TEUs in 2022.

See Exports, Page 11

CONTAINER SHIPPING RATES INCH DOWNWARD PAGE 8

TIME TO PLAN for next year.



Bank of Eastern Oregon

Bank of Eastern Oregon and Washington
Specialize in Operating Lines of Credit and Term loans on Equipment and Land. Contact your local loan officer. We're just down the road!

OREGON BOARDMAN BURNS

CONDON ENTERPRISE HEPPNER

HERMISTON IONE IRRIGON

JOHN DAY LA GRANDE MADRAS

MORO ONTARIO PENDLETON

WASHINGTON COLFAX DAYTON PASCO POMEROY

IDAHO CALDWELL

