



**National Grain and Feed Association**  
**TRANSFORMING AMERICA'S HARVEST®**

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**WRITTEN STATEMENT**

**OF**

**NATIONAL GRAIN AND FEED ASSOCIATION**

**JANUARY 30, 2024**

**EXPOSING PRESIDENT BIDEN'S PLAN TO DISMANTLE THE SNAKE RIVER DAMS AND THE  
NEGATIVE IMPACTS TO THE UNITED STATES**

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**BEFORE THE**

**HOUSE COMMITTEE ON ENERGY AND COMMERCE  
ENERGY, CLIMATE, AND GRID SECURITY SUBCOMMITTEE**



The National Grain and Feed Association (NGFA) thanks the Energy, Climate, and Grid Security Subcommittee for holding a hearing focusing on the conclusion of the mediation and resulting Memorandum of Understanding laying out a plan to study and potentially implement the future removal of the Lower Snake River Dams. The NGFA is opposed to any actions by federal or state governments that could result in breaching the Lower Snake River Dams.

The NGFA consists of more than 780 companies that handle most U.S. grains and oilseeds utilized in domestic and export markets. Our membership includes grain elevators; feed and feed ingredient manufacturers; biofuels companies; grain and oilseed processors and millers; exporters; livestock and poultry integrators; transportation companies and associated firms that provide goods and services to the nation's grain, oilseed, feed, and processing industry. Our industry feeds the world.

NGFA is concerned with the precedent that will be set if the plan outlined in the MOU is carried out and the dams are removed. The U.S. inland waterways are critical infrastructure for our industry. While outside of the scope of today's hearing, it is important to note the impact breaching the dams on the Columbia and Snake Rivers would have on industries beyond just fishing and hydropower. Barge transportation moves about half of all grain exports to export elevators and is critical to NGFA members in the Pacific Northwest. The Columbia-Snake River System is the third-largest grain export corridor in the world, transporting nearly 30 percent of U.S. grain and oilseed exports.

We are deeply concerned with the settlement agreement between the White House, several of the tribal governments, and NGOs in the Pacific Northwest, as its implementation will have devastating impacts on U.S. farmers, ranchers and agribusinesses throughout the United States.

Advocates of breaching the dams suggested barge traffic could be replaced by rail or truck transportation. The NGFA would like to clarify that the required alternative infrastructure capacity simply does not exist at this time, and it is highly unlikely that it could be created in an economically viable amount of time – if it can be developed at all.



Importantly for this discussion, barges are the most environmentally friendly mode of transportation for grains and oilseeds with one four-barge tow moving as much grain as 140 rail cars or 538 semi-trucks. This fact cannot be ignored in the debate about the environmental impacts of breaching the dams.

Breaching the Lower Snake River Dams in the Pacific Northwest would create severe economic harm to the entire U.S. agricultural value chain. Removing the Lower Snake River Dams will hurt producers and negatively impact the operations and livelihoods of NGFA members and their employees who have made investment decisions based on the ability to utilize barge transportation. In addition to the impact on agriculture in the Pacific Northwest and throughout much of the western and northern United States, reduced exports could also impact global food security.

We thank the subcommittee for the opportunity to offer comments on this issue.

Respectfully submitted,

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