

# 2023 ANNUAL REPORT



Maritime Fire & Safety Association

# MESSAGE FROM THE PRESIDENT

It is a pleasure to present this 2023 Annual Report on behalf of the Board of Directors of the Maritime Fire & Safety Association (MFSA). Founded in 1983, the MFSA is proud to have had the support of our members to carry out the mission of being a leading provider and advocate of safe, environmentally responsible and cost-effective response services in the Columbia Willamette River Marine Transportation System for the past forty years.

Through careful oversight of the MFSA Vessel Response Plan (the Plan), the Fire Protection Agencies Advisory Council (FPAAC), the Oil Spill Response & Preparedness Committee (OSRPC) and the Radio Communication System we have maintained the response levels expected of us by our members, the maritime community and as required by state and federal regulations.

MFSA was able to successfully navigate the challenges over the past few years and are very happy to come out of the pandemic and its varied challenges stronger than ever. I am proud to detail just some of the highlights below. Further information on these accomplishments can be found in the following pages of this report.

- Through our continued partnership with the Merchants Exchange, we saw expansive updates to our Radio Communications System, featuring upgrades to all network equipment and building in redundancy. This has greatly improved overall coverage and quality of communications over the previous system.
- Thanks to growing relationships with non-FPAAC agencies, and by way of the FY19 Port Security Grant Program (PSGP), MFSA made it possible for 30

FPAAC shipboard firefighting technicians to attend a unique two-day training at the Maritime Institute of Technology and Graduate Studies (MITAGS) and at USCG Base Seattle onboard multiple USCG vessels.

- MFSA also received funds from the FY23 PSGP award to continue support of our Technician and Command Level Trainings. This will provide an immense ballast to our ability to ensure cost-effective training for our members.
- The successful completion of another triennial drill cycle with a Worst-Case Discharge Tabletop Exercise (WCDTTX) in September of 2023.

We have many projects planned for 2024, including:

- Finalize the upfitting of the FPAAC mobile unit.
- Continuing to pursue opportunities for FPAAC to collaborate with non-regional agencies on land-based shipboard firefighting.

The funding that allows the MFSA Board and staff to meet the obligations to its members and regulated community comes from the fees collected from the ships and barges which call at our members' terminals. Ship calls to the river have remained healthy and we will continue to operate within our budget for 2024 without the need for any increase in fees.

Finally, I would like to thank all those who help maintain the high standards of our organization — individually and as a team — you provide a tremendous support system that facilitates the accomplishment of our vision and mission.

Kent Cash, PE  
MFSA Board of Directors  
2023 President  
Port of Vancouver USA



## 2023 BOARD OF DIRECTORS

### PRESIDENT

Kent Cash, Port of Vancouver USA

### VICE PRESIDENT

Geoff Owen, International Raw Materials

### SECRETARY / TREASURER

Jori Templeton, LANXESS Corporation

Mat Cusma, Radius Recycling

Andrew Holbrook, Kinder Morgan, Inc.

Bryon Fletcher, Centerline Logistics

Christopher Morrison, Seaport Marine Surveys, Inc.

# THE MARITIME FIRE & SAFETY ASSOCIATION

The MFSA is an association of public ports and private facilities throughout the 110 mile shipping channel on the Lower Columbia and Willamette Rivers. Our members are committed to ensuring safe, environmentally responsible and successful commerce along the River Maritime Transportation System (MTS), which includes working with two states, seven counties, fourteen cities and seven port districts. In addition to MFSA’s mission statement and bylaws, agreements, plans and guidelines provide us with the framework and direction on our program work.

The tragic fire aboard the MV Protector Alpha occurred on the Columbia River forty years ago this year. That event was the impetus for the start of the MFSA.

In 1984 the Lower Columbia Maritime Fire Safety Plan was developed, followed by the formation of the Fire Protection Agencies Advisory Council (FPAAC) in 1986.

FPAAC was formed to set forth a comprehensive system to ensure effective response to shipboard fires in the Lower Columbia Willamette River Marine Transportation System (MTS). MFSA then purchased and delivered the first specialized equipment to participating fire agencies for fighting shipboard fires. FPAAC is currently comprised of 13 fire agencies located throughout the MTS. These agencies voluntarily contribute both staff time and equipment costs for participation in meetings, drills and other training exercises.

In 1991, the Lower Columbia Maritime Fire Safety Plan was revised to include oil spill response and prevention, which brought the development of the MFSA Umbrella Oil Spill Contingency Plan (now the MFSA Vessel Response Plan or “the Plan”).

In 1992, MFSA and Clean Rivers Cooperative, Inc. signed a memorandum of agreement allowing MFSA to designate Clean Rivers Cooperative response equipment and resources in the Plan. Clean Rivers Cooperative serves as the state-approved Primary Response Contractor (PRC) to MFSA and provides oil spill coverage for its own membership’s Facility Response Plans in addition to the vessels MFSA covers. The MFSA Contingency Plan received approval from Oregon Department of Environmental Quality and the Washington Office of Marine Safety in 1993.



The Vessel Response Plan covers the Columbia River from its mouth (at River Mile 0) extending three miles into the Pacific Ocean to the Glenn Jackson Bridge at I-205 (River Mile 113) and the Willamette River from its confluence with the Columbia River up to Willamette Falls.

## CONTENTS

MESSAGE FROM THE PRESIDENT	2	OIL SPILL RESPONSE	10
THE MARITIME FIRE & SAFETY ASSOCIATION	3	2023 VESSEL COUNT	14
2024 CALENDAR	4	2023 MFSA PLAN EXERCISE AND DRILLS	15
AGREEMENTS, PLANS & GUIDELINES	5	CLEAN RIVERS COOPERATIVE	16
SHIPBOARD FIREFIGHTING	6	MFSA FEDERAL LEGISLATIVE REPORT	18
FPAAC TRAINING	7		

# 2024 CALENDAR

JANUARY		FEBRUARY		MARCH	
24	OSRPC Meeting	14	MFSA/Clean Rivers Joint Equipment Committee Meeting	5	Board of Directors Meeting
30	Annual Luncheon and Member Business Meeting			14	FPAAC Quarterly Meeting
				27	OSRPC Meeting
APRIL		MAY		JUNE	
2	Board of Directors Meeting	7	Board of Directors Meeting	4	Board of Directors Meeting (Elected Board Only)
2	FPAAC Annual Summit	22	OSRPC Meeting	13	FPAAC Quarterly Meeting
JULY		AUGUST		SEPTEMBER	
24	OSRPC Meeting	6	Board of Directors Meeting	12	FPAAC Quarterly Meeting
		14	MFSA/Clean Rivers Joint Equipment Committee Meeting	25	OSRPC Meeting
OCTOBER		NOVEMBER		DECEMBER	
1	Board of Directors Meeting	5	Board of Directors Meeting (Elected Board Only)	3	Board of Directors Meeting
		20	OSRPC Meeting	12	FPAAC Quarterly Meeting

## MEETING DETAILS

Some meetings will be “hybrid” whenever possible – held in person, but with a virtual component. Please refer to meeting invitation for details. In person meetings will be held at the following locations:

- Board of Directors Meetings and Oil Spill Response & Preparedness Committee (OSRPC) Meetings are held at the Conference Center at the Hilton Hotel in Vancouver, Washington unless otherwise notified.
- Fire Protection Agencies Advisory Council (FPAAC) Quarterly Meetings are typically held at the Port of Kalama. Contact FPAAC Program Manager to confirm meeting location.
- MFSA / Clean Rivers Cooperative Joint Equipment Committee Meetings are held at the Clean Rivers Cooperative Operations Facility in Portland, Oregon unless otherwise notified.

# AGREEMENTS, PLANS & GUIDELINES

## AGREEMENTS, PLANS AND GUIDELINES

The MFSA is an association of ports and private facilities throughout the 110-mile shipping channel on the Lower Columbia and Willamette Rivers. Our members are committed to ensuring safe, environmentally responsible and successful commerce along the river, which includes working with two states, seven counties, fourteen cities and seven port districts. In addition to MFSA's Mission Statement and bylaws, the following Agreements, Plans and Guidelines provide us with the framework and direction on our program work.

### GENERAL

*Management Services Agreement* – An agreement between the MFSA and the Merchants Exchange, wherein the Exchange provides full program management to MFSA including an Executive Director, General Manager, and FPAAC Program Manager. The Exchange also provides financial and administration support services. This agreement was recently renewed for another five-year term.

### FIRE

*Lower Columbia Maritime Fire Safety Plan* – Plan designed to address shipboard firefighting on the Lower Columbia and Willamette Rivers, including agency roles, State and Federal regulators and equipment requirements.

*Mutual Aid Agreement* – An agreement among individual FPAAC fire agencies, supported by MFSA, providing mutual aid to fire protection agencies participating in the MFSA program.

*Shipboard Fire Operations Guide* – A guide for FPAAC member agencies to respond to a shipboard fire incident. The guide contains initial assessment information and

checklists, notification procedures, instructions for mutual aid requests, communications, marine fire incident command system protocol, and response resources.

*FPAAC Administrative Handbook* – The collection of policies and procedures adopted by FPAAC to help meet its responsibilities as listed in its agreement with MFSA.

### OIL

*MFSA Vessel Response Plan* – The MFSA Vessel Response Plan – Umbrella Spill Contingency Plan – Columbia and Willamette Rivers.

The Plan was developed to address Oregon and Washington State regulations for oil spill response for self-propelled vessels over 300 gross tons transiting the Lower Columbia and Willamette Rivers. The MFSA Plan was most recently approved in November of 2021 and can be found in full online at [www.mfsa.com](http://www.mfsa.com).

*Interim Spill Response Coordinator - Independent Contractor Agreement* – The MFSA Interim Spill Response Contractors (ISRCs) are an integral part of the Plan. They act as Incident Commander in the important early stages of a spill response while the Responsible Party is mobilizing their own team. These key contractors make the umbrella plan concept successful.

*MFSA / Clean Rivers Memorandum of Agreement* – Dating back to 1982, there has been a “sharing” agreement in place between the MFSA and Clean Rivers that commits to working together to own, maintain and operate the response equipment resident on the river system. This co-owned equipment is crucial in the response plans of not only the MFSA but also the facility members of the Clean Rivers Cooperative.

## ASSOCIATION MANAGEMENT

Executive Director, Curtis Cannizzaro  
(503)220-2087 | [cannizzaro@pdxmex.com](mailto:cannizzaro@pdxmex.com)

General Manager, Carl Obermeier  
(503)220-2099 | [obermeier@pdxmex.com](mailto:obermeier@pdxmex.com)

FPAAC Program Manager, Mason Sullivan  
(503)220-2084 | [sullivan@pdxmex.com](mailto:sullivan@pdxmex.com)



# SHIPBOARD FIREFIGHTING



The Fire Protection Agencies Advisory Council (FPAAC) was founded after the Protector Alpha fire in 1982 made it clear that the agencies in the region needed to establish a cooperative response effort with specially trained shipboard firefighting personnel. For over 40 years, FPAAC has been fulfilling its mission to provide coordinated and effective inter-disciplinary response to marine incidents on the Lower Columbia and Willamette Rivers. The mission is met by managing a comprehensive system of partnerships, mutual aid, training and resources among fire agencies in the MFSA service area.

FPAAC is made up of representatives from 13 public fire agencies in Oregon and Southwest Washington who work to safeguard the public and the area facilities in the event of a maritime fire.

Astoria Fire Department	Cowlitz County Fire District No. 5
Clark County Fire District No. 6	Cowlitz 2 Fire & Rescue
Clark-Cowlitz Fire Rescue	Longview Fire Department
Clatskanie Rural Fire Protection District	Portland Fire & Rescue
Columbia River Fire & Rescue	Port of Portland Airport Fire & Rescue
Cowlitz County Fire District No. 1	Scappoose Rural Fire District
	Vancouver Fire Department

## FPAAC TRAINING PROGRAM:

There are many environmental conditions and hazards in marine firefighting which differ from structural firefighting. Marine firefighters require specialized skills and knowledge to safely and efficiently combat marine fires. In 2019, the FPAAC training workgroup, under the leadership of FPAAC Planning Chair Division Chief Tom O'Connor of Vancouver Fire Department, FPAAC Training Coordinator, Don Doyle, and FPAAC Logistics Specialist, Dave Wyman, built on past training emphasis and provided an advanced area of training, Technician Level.

**Awareness** – The Awareness Level curriculum, covering basic information needed to operate safely in the shipboard environment, was developed to be a two-hour classroom-based lesson. All FPAAC Agencies have access to the curriculum and trainers.

**Operations** – The Operations Level curriculum addresses more intermediate topics and tactical skills for shipboard firefighting. It is a full-day course consisting of six classroom hours and a vessel tour.

**Technician** – FPAAC Technician Level training includes instruction and practice with equipment that is unique to ship fire response and not used in structural firefighting. FPAAC has committed to support 42 personnel to receive and maintain Technician Level training, which requires four full-day trainings each year and ensures consistent learning, practice and reinforcement of hands-on marine firefighting techniques.

There are no other training programs in the Pacific Northwest providing the depth of tactical training for shipboard response found in the FPAAC training program. Its development enables FPAAC agencies to receive local training providing a regional asset of trained Technician Level marine firefighters, using tools and equipment available in our response system.

# FPAAC TRAINING

## MARCH 17<sup>TH</sup> – 1Q TECHNICIAN LEVEL TRAINING

FPAAC launched its 2023 training program on March 17th with its annual live fire Technician Training at the Clatsop Community College (CCC) Marine and Environmental Research and Training Station (MERTS) training facility. In all, thirty-three firefighters, company and command officers from seven different agencies, one instructor from MERTS, and three MFSA representatives combined for the day of training.



This training included four evolutions which exercised numerous portions of the National Fire Protection Association 1005 and Oregon Department of Public Safety Standards & Training including components that can only be accomplished during live-fire exercises, such as: direct fire attack strategies, rescue of a downed or disoriented firefighter, rescue of a civilian, water supply maintenance, deploying charged hoselines into a fire compartment, and boundary cooling.

## APRIL 20<sup>TH</sup> – REGIONAL AWARENESS LEVEL TRAINING

Regional Awareness Level Training was hosted on April 20th at the Cowlitz County Event Center where thirty firefighters, company and command officers from seven different FPAAC agencies participated in this day-long event.



The Awareness Level Training consists of an extensive PowerPoint presentation that is targeted towards personnel with little or no knowledge of the maritime industry and shipboard firefighting strategies and tactics. This was the second Awareness Level Training that we have used the recently produced Ship Tour Video, and it is always a highlight for participants. In addition to the Awareness curriculum, FPAAC Training Coordinator Don Doyle led a scavenger hunt activity that focused on a variety of vessel fire control plans.



## JUNE 6<sup>TH</sup> & 7<sup>TH</sup> – 2Q TECHNICIAN LEVEL TRAINING

This quarter's Technician Level Training was a unique opportunity that had been presented to FPAAC early in the year by way of a blossoming relationship with the Seattle Fire Department. On January 10th, Vancouver Fire Special Operations Division Chief and FPAAC Planning Section Chair Tom O'Connor began early discussions with representatives from Seattle Fire and USCG Base Seattle with the intent of personnel from each organization participating in joint training evolutions aboard the decommissioned USCG Cutter POLAR SEA, moored at Pier 36 in Seattle.

As planning efforts continued, the possibility of utilizing additional USCG vessels became more and more likely. This meant that in addition to the



POLAR SEA, a second decommissioned cutter, the USCGC MELLON was able to be used as a venue for simultaneous training evolutions. We were then notified that the USCGC HEALY, an active-duty icebreaker, would have a small window on day two to host our group and participate in more complicated drill scenarios.



As echoed in the evaluations gathered from participants, the quality of this training was top-notch. Being able to stretch hoselines, use smoke machines and perform rescues into an actual vessel is a rare opportunity. Seattle Fire undertook a huge logistical lift not only in the execution of the training and working with the Coast Guard, but by also supplying portable radios, stretching water supply lines, attack lines, and the supplying personnel needed to support operations.

### Day One

This two-day training event started in the MITAGS classrooms where participants were briefed on vessel stability, compartment numbering systems, and recent incidents before heading over to USCG Base Seattle where





## FPAAC TRAINING (CONTINUED)



our hands-on components began with a scavenger hunt developed by Seattle Fire on the USCG Cutters MELLON and POLAR SEA. The participants were split into four groups on the two ships competing against each other in the timed event. Each group was assigned a branch director, an aide, a set of the ship's fire control plans, and portable radios.

Using the radios and fire control plans, the branch director and aide needed to describe how their group would navigate through the ship and find poker playing cards left for them in different compartments of the ship. This format was very well received by our personnel, as it was very well thought out and challenging, and one of the more engaging activities we've performed in our trainings recently.

### Day Two

The second day of training began with a quick briefing at MITAGS before returning to the Coast Guard base. On this occasion, we were greeted by the active-duty USCGC HEALY, the largest and most technologically



advanced icebreaker in the United States, and the USCG's largest vessel, which happens to be homeported in Seattle.

Due to the ship's active-duty status, certain training aspects had limitations. However, this was not unfamiliar to us or Seattle Fire, and we successfully adapted and improvised as necessary, resulting in highly effective training. Thanks to the involvement of role players from each group, realistic decision-making scenarios were created for all participants, simultaneously achieving our training objectives outlined in the NFPA and DPSST task books.

On behalf of the entire MFSA/FPAAC team, we extend our sincerest gratitude to Seattle Fire, USCG Base Seattle, the crew of the USCG HEALY, and the instructors from MITAGS. We aim to make future collaborations of this nature a more frequent occurrence.



## SEPTEMBER 29<sup>TH</sup> – 3Q TECHNICIAN LEVEL TRAINING

Third quarter Technician Level Training was held at Portland Fire & Rescue Station #2. This training was primarily an "all tools day", meaning agencies with MFSA owned equipment were to bring it to this training, and demonstrate its uses at different stations that had been set up

for participants to observe and practice the techniques needed to use the tools safely and effectively. Stations included the BROCO slice tool, a (non-MFSA owned) oxy-propane torch, and mag drills to simulate breaching doors, hatches, decks and bulkheads.

Additionally, participants were instructed on SCBA breathing techniques before being given the opportunity to practice them following lunch. Using the training tower, personnel were split into groups before climbing an aerial ladder to the third floor, entering, and searching for victims (rescue dummies) then removing them. They exited on the ground floor and were met by an instructor who told them to give a "mayday" report before beginning the emergency breathing exercise. This was especially appropriate and timely due to the recent incident in Newark, NJ.



This was our highest attendance at any training this year, with over forty-five firefighters, company and command officers from eight different FPAAC member agencies in attendance, as well as two members of the USCG. Having this many agencies work together is consistently mentioned as an enormous benefit.

## OCTOBER 19<sup>TH</sup> – MARINE FIRE COMMAND EXERCISE

The annual FPAAC Marine Fire Command Exercise was held on October 19th at the Kalama McMenamins Harbor Lodge in Kalama, WA. In all, thirty participants attended this training event which focused on a fictional cruise-ship at the dock located next to McMenamins and the Port of Kalama offices. The day began with a presentation by Cowlitz Fire District #5 Fire Chief and FPAAC



## FPAAC TRAINING (CONTINUED)

Vice-Chair Sammy Brown, who gave an overview of the Port of Kalama, its facilities and its challenges before moving to a quick presentation from Vancouver DC Tom O'Connor that covered use of the Shipboard Fire Operations Guide (SFOG).



Before the group began working through scenarios, we were given the opportunity to board the *AMERICAN SONG* riverboat and tour the vessel, including the engine room, the galley, laundry stores, and firefighting systems before discussing the challenges that would be present during a fire on this type of ship.



Participants then discussed how the Incident Commander (IC) is the key to the plan's success. The IC must understand all training levels and how to use each level in mitigating a large-scale incident. By recognizing present and potential hazards, the IC can support the mitigating strategies by assigning tasks appropriately, delegating responsibilities based on the incident size and complexity. We would like to thank the captain and crew of the *AMERICAN SONG* for their time and willingness to host us.

### OCTOBER 26<sup>TH</sup> – REGIONAL OPERATIONS LEVEL TRAINING



FPAAC hosted its annual Operations Level Training at the Cowlitz County Event Center on October 26th. This training presented its own set of unique challenges, starting with our primary Training Coordinator being

unable to deliver the training due to circumstances beyond his control. Without skipping a beat, FPAAC Logistics Specialist Dave Wyman and Clatskanie Fire Division Officer Gabe Wiggins were able to step in and deliver an effective training. As echoed in our participant evaluations, this would not have been possible without their dedication to our incredible program.

We typically include a vessel tour as part of this training, but weather provided its own set of challenges, eliminating the window that would have allowed us to board without too much disruption. Knowing this might be the case, we were able to pivot

to an effective "Plan B" that included a variety of fire control plan scavenger hunts, a brief Awareness Level Training overview, and the PSGP funded Ship Tour video.



Operations Level Training is the second step in our tiered training program designed to increase shipboard firefighting knowledge inside the FPAAC member agencies. Personnel are trained to the most basic shipboard interior operations, which allows them to perform safely and efficiently in a tactical role at a vessel incident, recognize and report hazards through the chain of command, and take appropriate actions when those hazards become life threatening.

### NOVEMBER 16<sup>TH</sup> – 4Q TECHNICIAN LEVEL TRAINING



Our final training of the year came as a classroom-based Technician Level Training hosted November 16th at the Clark County Fire District #5 Training Facility in Vancouver, WA. In addition to a year in review and peak at next year's training schedule, approximately thirty participants received very insightful presentations given by three industry experts:

- Mary Morgan, Shaver Transportation – How to recognize a vessel that may be having stability issues and the affect that firefighting operations can have on ship stability
- Kyle Higgins, Resolve Marine – Recent salvage and marine firefighting case studies, considerations/tactics for shipboard firefighting
- Travis Nolen, USCG CIV – Port of Longview and *ANSAC SPLENDOR* incident review, mooring line, and snapback safety



The ability for FPAAC to have access to a panel of knowledgeable guest speakers with extensive first-hand experience is invaluable, and served as a perfect dismount for another highly successful year of training. We very much look forward to what's in store for 2024!

# OIL SPILL RESPONSES

*Summary: Calendar year 2023 saw the MFSA Umbrella Vessel Response Plan activated four times.*

In the event of a spill or substantial threat of a spill from the Covered Vessel, the vessel is to notify MFSA as soon as possible. The MFSA will immediately assign an Incident Commander, activate nearby response resources and manage the response in conjunction with the vessel, the USCG and appropriate state agencies.

**JANUARY**

## **FROM ALPHA TO BREEZE**



On the afternoon of January 31st, a vessel loading grain in the Portland harbor experienced a fire onboard. Portland Fire & Rescue responded immediately with crews that are trained for just this type of emergency.

Proper planning, coordination and training prevented this event from becoming a tragedy. The fire was in a storage area near the laundry, not the engine room. The facility had completed loading the grain onto the ship and the cargo holds were closed. The fire was quickly noticed, and crew responded according to their training. Notification was made via 911 immediately. The facility was in close proximity to a well-staffed fire station who responded

quickly and appropriately with highly trained personnel.

There are export grain elevators dotted up and down the Columbia-Willamette River system. They can be seen in Portland, Vancouver, Kalama, and Longview. In addition to grain elevators there are many other maritime facilities where ships dock. Facilities handle container operations and bulk commodities such as potash, soda ash, cement, fertilizer, and grain. In addition to all of these facility docks, there are 11 designated anchorages where ships await their turn at the dock.

Back in 1982 there was a shipboard fire at one of these other facilities. The response did not go as well as it did on the *M/V Breeze*. In that case, a fire in the engine room destroyed the *MV Protector Alpha*. That fire took the life of one U.S. Coast Guardsman and paralyzed a local fire fighter.



## *What's happened over the last forty years?*

In 1983, port authorities, private companies, federal and state agencies, counties, and fire districts responded to the tragedy, coming together to form the Maritime Fire & Safety Association (MFSA), to promote fire protection, safety, and enhancement of navigation on the lower Columbia and Willamette Rivers. Two states – Oregon and Washington – are involved, as the lower Columbia River forms the boundary between them. Public Ports and private facilities located on both sides of the river; many counties and cities are also affected.

Both private and public entities had significant vested interests to ensure and enhance a sustained response and preparedness level. Furthermore, after the fire that destroyed the *M/V Protector Alpha*, took one life, and injured a second person, motivation was high. The result was the establishment of a basic structure: a mechanism to



## OIL SPILL RESPONSES (CONTINUED)

generate financial support and an association to manage the coordination of specialized training and equipment for land-based firefighters to respond to shipboard fires.

The MFSA is a non-profit organization whose mission is to be the leading provider and advocate of safe, environmentally responsible, and cost-effective response services to commercial vessels for the Columbia Willamette River Marine Transportation System. In 1983 the MFSA created what is known as FPAAC – the Fire Protection Agencies Advisory Council. FPAAC is made up of 13 fire agencies along the river: Astoria Fire Department, Clark County Fire District No. 6, Clark-Cowlitz Fire Rescue, Clatskanie Rural Fire Protection District, Columbia River Fire & Rescue, Cowlitz County Fire District No. 1, Cowlitz County Fire District No. 5, Cowlitz 2 Fire & Rescue, Longview Fire Department, Portland Fire & Rescue, Port of Portland Airport Fire & Rescue, Scappoose Rural Fire District, Vancouver Fire Department as well as the U.S. Coast Guard. They are joined through a mutual aid agreement which allows participating agencies to request assistance abating a marine fire emergency located within its jurisdiction.

*“The value of MFSA/FPAAC to the Columbia River was clearly evident in the recent response on the fire on the 623-foot motor vessel BREEZE by the Portland Fire & Rescue,” stated Chief of the Inspections Division with USCG Sector Columbia River, LCDR Eugene Chung. “The excellent training directly contributed to the on scene team’s rapid, well-coordinated and effective response to the unique shipboard fire and prevented a catastrophic disaster to the vessel, its crewmembers, the waterfront facility, the port and the environment.”*

### **Where the support comes from**

Although the grant funding helps offset the costs of specific projects, FPAAC could not exist without the critical 40 years continuous local support.

FPAAC is Supported by the Agencies with their time and expertise. The Council itself consists of representatives from each participating fire agency, two standing sections (Planning and Logistics), a Chairperson, a vice-chair and MFSA staff. This group meets quarterly to review and discuss a variety of relevant needs including; recent and future trainings, equipment schedules, annual budgets for training and equipment, best practices for mitigating maritime emergencies by working with outside agencies, and FPAAC management policies/documents. In addition

to the many levels of support detailed above, FPAAC also provides maintenance of specialized shipboard firefighting equipment housed at member agencies.



*“As a Fire Chief and a proud member of MFSA’s FPAAC, I can confidently say that we are actively preparing and training for marine emergency situations, said the Chair of FPAAC, Chief Steve Sharek. “The FPAAC training program has played a crucial role in equipping us with the necessary skills and equipment to respond to marine emergencies safely and effectively.”*

*“It would be a challenging feat for smaller departments such as Clatskanie,” Sharek adds, “to meet the manpower capabilities that larger agencies are able to, and that is why it’s vital for FPAAC to include all agencies along the Columbia River.”*

*“The training and commitment from FPAAC agencies and partners have allowed us to grow exponentially in terms of our confidence and abilities to respond to marine incidents. Our success as an organization is attributed to the collective efforts of everyone involved in a response. This not only includes fire agencies, but also the ports, terminal managers, salvage organizations, training instructors, and vessel crews. It takes each and every one of us to come together and ensure our abilities in a response.”*

FPAAC is Supported by MFSA’s Membership. *“TEMCO is proud to support MFSA/FPAAC,” said Tom Rodman, Plant Manager for TEMCO’s two regional facilities, “which has been a valuable resource for enhancing safety in commercial marine operations. As a grain facility, we are keenly aware of the potential risks and challenges associated with shipboard fires. We believe that TEMCO’s participation in FPAAC will greatly benefit the facility by providing access to high-quality training and support in the event of a shipboard emergency. Through FPAAC, TEMCO will be better equipped to safeguard the vessels we service.”*

One of the critical factors that came out of the formation of the MFSA was the decision by member facilities to assess a

## OIL SPILL RESPONSES (CONTINUED)

fee to vessels calling at their dock to support the program. This source of revenue allowed the newly created MFSA to build the administrative framework needed to manage the programs. MFSA also relies on the significant support from the members in other ways. Many offer up their facilities to support trainings and exercises. When FPAAC personnel can train at local facilities they gain familiarity with the dock areas, have opportunity to work on and around ocean going vessels and develop relationships with port and facility operators

### *Meeting Unique Training Needed*

There are many inherent physical conditions and hazards in marine firefighting which differ fighting fires in buildings. Marine firefighters require specialized skills and knowledge to combat marine fires safely and efficiently. To support the member agencies MFSA/FPAAC provides a variety of focused trainings.

All fire fighters go through hours of training with their agencies. This training, however, does not address the challenges of a shipboard fire. Local agencies, especially smaller, rural ones, don't have the budget to absorb these additional training hours. That's where grant funding is critical. In 2022 over 2300 hours of training were attended by agency personnel. FPAAC has received FEMA support through the Port Security Grant Program awards to help offset these expenses. The funds have allowed FPAAC to provide reimbursement to agencies to attend certain classes. Grants have aided in funding projects such as updating regional fire plans and operations guides. A grant also recently allowed FPAAC to foot the bill to send 30 local firefighters to Texas A&M's Engineering Extension Service (TEEX) for a week of training.



FPAAC has different levels of training, depending on the role and expected participation.

- **Awareness** – The Awareness Level curriculum covers basic information needed to operate safely in the shipboard environment and was developed to be a two hour classroom-based lesson. All FPAAC Agencies have access to the curriculum and trainers.

During 2022, there were two in-person Awareness classes hosted by FPAAC's training coordinator. Enrollment this year was higher than normal due to turnover seen by some agencies. MFSA has also extended their outreach for this training to non-member agencies that are interested – especially those who neighbor a member agency and have mutual aid agreements.

- **Operations** – The Operations Level curriculum addresses more intermediate topics and tactical skills for shipboard firefighting. It is a full-day course consisting of six classroom hours and a vessel tour. The ability for responders to board and tour a commercial ship is crucial to aid in their understanding of the challenges

At the Operations level class held last year six agencies combined to send 39 firefighters to be trained. MFSA staff works with local ports and shipping agents to coordinate the availability of a vessel to board.

- **Technician** – FPAAC Technician Level training includes instruction and practice with equipment that is unique to ship fire response and not used in structural firefighting. Although the number of participants fluctuates, FPAAC has committed to support up to 42 personnel to receive and maintain Technician Level training, which requires four full-day trainings each year and ensures consistent learning, practice, and reinforcement of hands-on marine firefighting techniques.

This level of training demonstrates the largest commitment by agencies. The Technician training fills a critical role in a response – providing the specialized knowledge alongside other firefighters with an Operations or Awareness level of understanding. This training accounts for nearly 1400 of the 2300 hours spent during the year.

- **Command Exercises** – The required training to manage



## OIL SPILL RESPONSES (CONTINUED)

the unique complexities of command of a marine fire incident is critical and unique. In Marine Fire Command exercises, company officers from FPAAC agencies participate alongside FPAAC Technicians in a guided tabletop exercise designed to represent a significant marine fire incident. The officers learn the tactics specific to managing a marine response, as well as resources and responsibilities specific to the region.

There are no other training programs in the Pacific Northwest providing the depth of tactical training for shipboard response found in the FPAAC training program. Its development enables FPAAC agencies to receive training locally, providing a regional asset of trained Technician Level marine firefighters, using tools and equipment available in our response system.

*"The Port of Longview has been a long-time supporter of the maritime fire protection program," said Port of Longview Operations Manager Larry Landgraver. "We take every opportunity to participate in trainings that better prepare fire agencies to respond to shipboard emergencies along the river. While the main objective is preserving life and safety, it's important to note that ports like Longview are owned by the local community. FPACC is a critical line of defense in preserving public assets."*

*"The Columbia River is critical trade gateway and the FPAAC*

*program is one of many safeguards in place to ensure it remains open for business."*



The M/V Protector Alpha and the M/V Breeze are examples of shipboard fire responses on opposite ends of the spectrum. MFSA and FPAAC exist to ensure that the capabilities are in place for a well-organized response should the need arise. Chief Sharek said, "Thanks to MFSA, we have a much safer response capability, as we are equipped with the knowledge of what to do and what not to do in a marine incident."



## OIL SPILL RESPONSES (CONTINUED)



### FEBRUARY

The Qualified Individual (QI) for a bulk cargo vessel covered by the MFSA Plan called and activated the plan on February 12th while anchored in Astoria. A crewmember noticed a sheen at the stern, and suspected a stern tube leak. MFSA's Incident Commander activated Clean Rivers Cooperative and deployed the FRV *Protector*. Upon arrival, response personnel conducted landside and waterside assessments of the situation, noting that the sheen was limited and appeared to be an organic product. No boom was deployed, and the ISRC directed response personnel to demobilize once it was determined there would be no recoverable product.



### SEPTEMBER

A bulk cargo vessel was berthed in Longview, WA when a hydraulic pipe burst overhead, resulting in a small amount of fluid spilling onto the deck and over the side. Once the QI had notified the Marine Operations Department, MFSA's ISRC worked with Clean Rivers, who activated the OSRV *MFSA 1*. Following an assessment, Clean Rivers' Response Manager ultimately determined no product could be recovered and the response stood down.

### NOVEMBER

On the morning of November 10th, the agent for a bulk cargo vessel called and activated the Plan due to a hydraulic line that had burst during a linehaul, causing a small amount of fluid to spill onto the deck and over the side. While the crew began cleanup efforts, the MFSA ISRC activated the OSRV *Clean Rivers 1*. Once on-scene, the responders completed an assessment and found no oil or sheen impacting the water or shoreline. The Response Manager boarded the vessel and confirmed that product that had been spilled on deck was cleaned up and that waste was properly disposed of.



## 2023 VESSEL COUNT

Vessels Covered by the MFSA Vessel Response Plan

>> OIL BARGES: 185

>> OIL TANKERS: 94

>> BULK, CONTAINER & AUTO VESSELS: 1116

**TOTAL ENROLLED VESSELS: 1395**

**BUNKER  
JOBS:**

**176**

**DAYS OF  
DREDGING:**

**95**



# 2023 MFSA PLAN EXERCISE AND DRILLS

## JUNE – DEPLOYMENT EXERCISE

MFSA held their first of two mandatory equipment deployment drills on June 12th. The intent of this exercise was to re-do GRP LCR-58.95M which was unable to be completed last year due to river conditions. Clean Rivers and NRCES/US Ecology provided the equipment and manpower for the drill, and successfully completed the strategy with improved tactics than what had originally been called for, allowing for Washington Dept. of Ecology to collect and assess the prescribed updates.

## SEPTEMBER – DEPLOYMENT EXERCISE

MFSA held its second of two deployment drills on September 19th. This drill demonstrated a less familiar collection/diversion strategy in the Skamokawa, WA area. The GRP, LCR-33.7R, was deployed without issue.

### SEPTEMBER – WORST-CASE DISCHARGE TABLETOP EXERCISE

In our continuous pursuit of maritime safety and preparedness, the Maritime Fire & Safety Association recently concluded its triennial exercise cycle with a Worst-Case Discharge Tabletop Exercise (WCDTTX) on September 21st, 2023. This strategic simulation, focused on a vessel moored at the Ash Grove Cement facility on the Willamette River, provided an illustration of our region's response capabilities and the effectiveness of our coordinated planning efforts.

Over the course of the three-year drill cycle, plan holders design and execute drills that not only fulfill regulatory requirements but also serve as practical demonstrations of their ability to meet planning standards within the framework of their respective plans. The WCDTTX served as a culmination of this preparedness.

In this particular scenario, the fictional incident involved the cargo vessel M/V GULF ISLANDS and an allision with M/V WHISKEY TANGO. The resulting breach of several tanks led to the discharge of 10,000 bbls of Bunker Oil into the river, challenging participants to navigate a complex response situation.

The most crucial aspect of our preparedness strategy is the implementation of the MFSA Plan for oil spill response. The MFSA Plans act as a framework for coordinated responses and ensuring the optimal use of resources. The WCDTTX showcased the practical application of this Plan, highlighting its role in mitigating potential environmental impact.



Umbrella Plans are extremely important safeguards for our region and the environment. They provide a blueprint for swift and effective action, with the goal of minimizing the impact on marine ecosystems, wildlife, and the communities that depend on these waters. As we face evolving challenges in maritime activities, the implementation of robust Umbrella Plans becomes paramount to ensuring the resilience and sustainability of our maritime environment.

The success of our response efforts is deeply reliant on stakeholder engagement. MFSA expresses its gratitude to the approximately 100 participants who contributed to the success of the WCDTTX. Their involvement is a testament to the collective commitment to safety and effective response. Engaging stakeholders, including industry partners, governmental bodies, and local communities, strengthens our ability to address challenges collaboratively, promoting a shared responsibility for the well-being of our community, environment, and our members.

## NOVEMBER – VESSELS OF OPPORTUNITY

Although not an MFSA hosted drill, NRCES/US Ecology held their annual deployment exercise of the Vessels of Opportunity (VOO) Program that MFSA has access to under contract. This was conducted on November 1st in conjunction with personnel from Columbia Pacific Bio-Refinery near Clatskanie. The vessels practiced enhanced mid-river skimming in conjunction with Clean Rivers Cooperative.

# CLEAN RIVERS COOPERATIVE

MFSA's Primary Response Contractor is Clean Rivers Cooperative. In the event of MFSA Plan activation, Clean Rivers will arrive on-scene, assess the situation and begin the initial oil spill recovery response, calling out equipment and response contractors at the direction of the MFSA ISRC. Clean Rivers provides monthly trainings to its contractors, participates in exercises for its members and deploys equipment throughout the area of coverage. Below is a summary of some of Clean Rivers' activities in 2023:

## 2023 CLEAN RIVERS COOPERATIVE UPDATE

Clean Rivers Cooperative maintains a large cache of response equipment and a robust training program in order to ensure response readiness for members and partners such as MFSA. The five responses that Clean Rivers Cooperative responded to in 2023 are the performance piece which is built on an annual training and readiness program. This program is structured to ensure that whenever the call to respond occurs, we are ready. Components include a number of varied training and planning activities. Contractor Training Events throughout 2023 provided 16 sessions where contractors trained on equipment and response strategies in the region. Clean River's Member Training program offered 12 Training Sessions for both Incident Command System (ICS) and field training. These training sessions supported 15 Tabletop Exercises and 7 Deployment Exercises.



Deployment Exercises with MFSA in 2023 occurred on June 12th and September 19th. The first exercise tested real time transit of crews to the exercise location, while the second

exercise utilized pre-staged assets. Both Deployment Exercises began with safety briefings and then proceeded into air monitoring of the exercise location. Crews then deployed the oil tracking buoy, which is set out at the leading edge of a spill to provide real time data to command of the progress product would make downriver.

Clean Rivers Cooperative also supported in MFSA's Worst-Case Discharge Tabletop Exercise on September 21st, 2023. The scenario for this Tabletop exercise involved Covered Vessel MV GULF ISLAND which was moored at the Ashgrove Cement Facility on the Willamette River taking on cargo. An outbound vessel, the MV WHISKEY TANGO, suffered a steering casualty while making a turn near the facility and allided with the GULF ISLAND's port side, breaching sever fuel tanks. The chief engineer estimated that 10,000 bbls of bunker oil #6 could have spilled into the river, with an additional 6,000 bbls remaining onboard and at risk of discharging. The USCG Captain of the Port then ordered the WHISKEY TANGO to dock at the nearby Swan Island Shipyard (taking it out of play), and the exercise shifted its primary focus back to the GULF ISLAND response efforts. Clean Rivers Cooperative supported in Operations, Logistics, Resources, and Air Operations. The drill concluded with a Planning Meeting.



## 2023 HIGHLIGHTS – CLEAN RIVERS HOSTS TACTICS CONFERENCE

Clean Rivers Cooperative partnered with Dan Smiley – *Terminus Inc*, WSMC, *Gallagher Marine Services*, and Mark Curtis – *Crowley Marine* to produce this hybrid in person/webinar. The Conference, MCed by Dan Smiley and was broadcasted via Zoom Webinar from the Clean Rivers Cooperative Operations Training Facility. The Tactics Conference was created in response to the cancellation of the usual annual Clean Pacific Conference for 2023. The event that took place on August 31, 2023, was a great



## CLEAN RIVERS COOPERATIVE (CONTINUED)

opportunity for the Cooperative to showcase the training facilities capabilities as a meeting space as well as utilize the Cooperatives audio/visual equipment that made the conference a success. This event provided Cooperative staff with the opportunity to network with industry peers, keep up with the latest industry trends and learn about new issues and solutions happening in our industry today.

The day was comprised of six sessions that included a host and a panel of speakers who have made large contributions in the Maritime and Emergency Response fields.



**Session 1 “Women in Power in Emergency Response”** was hosted by Jenny Johnson – *Maritime Inclusion Partners* and featured panelists Susanne Lagoni – *Nexus NW*, Alisa Praskovic – *Port of Tacoma*, Cheryl Surface – *Incident Resource Consultants*, and Agneta Dahl – *NJ Resources*. This panel discussed the challenges, accomplishments, and shared experiences of women responders over the past decades. They highlighted what has changed for the better and what work is still to be done to equalize the opportunities for women responders.

**Session 2 “Marine Firefighting Forming a Unified Command”** hosted by Dan Smiley included panelists Todd Duke – *Resolve Marine*, Kevin Perry – *Gallagher Marine*, Jim Elliot – *Teichman Group*, and Don Doyle – *MFSA/FPAAC*. This group discussed marine firefighting tactics, recent responses and the challenges forming a Unified Command between the Fire Department and the OSRO.

**Session 3 “New Technologies for Response”** hosted by Curtis Cannizzaro – *Merchants Exchange*, was comprised of four individual speakers who gave presentations. Christopher Hall – *Alaska Clean Seas* shared a PowerPoint presentation on the modern equipment used in extreme low temperatures and the communication systems needed

for a Command Post in a remote region where a typical all onsite Command is not possible. Sarah Behrman – *Oregon DEQ* gave a presentation via PowerPoint regarding the situational communications platform newly adopted by the state of Oregon. Nic Winslow – *BNSF Railway* presented on ad-hoc GRP SSO/NFO strategies and tactics for inland waterways. And John Newhoff – *Portage Bay Solutions* demonstrated the abilities of the proprietary software app “Easy 213” that simplifies the ICS 213RR approval process.

**Sessions 4 “Empowering the Next Generation: Strategies for Recruiting Young Talent”** and **5 “Engaging the Next Generation of Responders: Overcoming Industry Challenges and Cultivating Future Talent”**, were both hosted by Mark Curtis – *Crowley Maritime*. Session 4 featured panelists Tom Wiker – *Gallagher Marine*, Patrick Gallagher – *Marine Exchange of Puget Sound* and Jenny Johnson – *Maritime Inclusion Partners*. The panel discussed hiring challenges, changing work dynamics as well as what the younger generations are looking for in a job and an employer. Session 5 included panelists Sara Zeman – *Marine Exchange of Puget Sound*, Robert Day – *Crowley Marine*, and Edmund Saldana – *Crowley Marine*. This group shared their experiences looking for work in today’s environment and shared some incorrect stereotypes of the younger generations.



Approximately 80 people attended or participated in this event – either in person or remotely. Several attendees joined in remotely from as far away as Florida and New Jersey. And one panelist made the trip from Houston, TX to be on site. Crowley Maritime generously provided snacks and lunch for the onsite attendees. Audio visual tech production was performed by Polly Hyke of Clean Rivers Cooperative.

# MFSA FEDERAL LEGISLATIVE REPORT

PETER FRIEDMANN, FEDERAL COUNSEL, DECEMBER 2023

## 2024 – A PIVOTAL YEAR FOR COLUMBIA RIVER MARITIME COMMERCE

Dramatic developments will impact Columbia River maritime commerce and thus the Maritime Fire & Safety Association, Clean Rivers, and all the related agencies in the region, in 2024. These will not be temporary but will include permanent infrastructure expansion and global maritime commerce shifts bringing significant new vessel traffic into the River.

**Finally!** – In December 2023, the US Dept of Transportation announced, after intensive multi-year lobbying by PNW Delegation led by Washington Senator Maria Cantwell, a \$600 million grant to move forward with replacement of the I-5 bridge over the Columbia River. It is so long overdue, parts hail from 1917! But we must monitor how rebuilding proceeds: previous efforts failed to adequately account for the technical requirements for ship and barge traffic. It won't be simple project –the Federal grant will require the new bridge to accommodate mass transit, bicycles, in addition to vehicular traffic, both passenger and cargo. How much total cost? \$5 to \$7.5 billion.

**Just in time?** As we've already seen with the return of container shipping to the Lower Columbia River (LCR), it's vital to incorporate vessel height and beam clearance in bridges planning – the MSC and SMLines ships have been forced to deploy "creative" clearance measures, to slide just under existing LCR bridge. In 2024, increasing import and export cargo volumes should support the return of additional and larger container vessels to T-6, and bulk and project cargo vessels to many LCR terminals.

**Get ready for additional vessel calls at LCR terminals.** The Panama Canal's loss of vessel capacity, has forced it to limit transits, rationing appointments, charging significant additional fees, while the vessel operators must impose surcharges on the shippers. Even this additional revenue does not mitigate the delays, forcing carriers and shippers to initiate longer routes, such as around Cape Horn, or to skip the Canal transit in favor of Eastbound (import cargo) ships calling on West Coast ports, then rail to inland and East Coast destinations. At the same time, US westbound (export) cargo that might have been loaded on ships at East Coast and Gulf Coast ports, then transit the Panama Canal, is increasingly being trucked or railed to Pacific Coast ports, for loading on ships heading to Asia Pacific or South Asia destinations. Both the Union Pacific and Burlington Northern are reporting increased volumes while actively promoting their capacity to alleviate the delays and costs of maritime transits through the Canal. All this means – get ready for more vessel calls in the Columbia River.

**Uncertainty of Federal Funding.** So many functions of LCR commerce, and services provided by MFSA, Clean Rivers, member fire departments, are funded, at least in part, through the Federal budget: Coast Guard, Federal Emergency Management Administration, Maritime Administration, etc. Yet the federal funding, during 2023 has been uncertain, with the Federal government twice on the verge of "shutdown". The political tensions on Capitol Hill that led to these 'cliffhangers', remain very much in force, as we enter 2024. On the positive, so many functions that are key to LCR commerce are exempt from a "shutdown". As we reported in preparation for the first threatened Federal shutdown in 2023, almost all Coast Guard functions relevant to MFSA and Clean Rivers programs, would continue to be funded, and operational.

Plenty of unknowns, to be exacerbated by the politics of this **Presidential election year** – as we've seen, in their relentless pursuit of victory at the polls, candidates (and parties) can be prone to taking positions that are not always in the best interests of our country's international trade and maritime commerce. We'll be on the lookout!

Peter Friedmann  
MFSA Federal Counsel  
December 27, 2023



PETER FRIEDMANN is a Washington, D.C. "insider." Born and raised in the Pacific Northwest, he was formerly Counsel in the U.S. Senate, drafting the Ocean Shipping Act, and trade laws. Today, the diverse interests he represents in Washington, D.C., include globally recognized consumer brand name companies, port authorities (particularly Oregon ports) and municipalities, tech companies, transit agencies, even an Indian tribe.

Peter is a frequent speaker on how really function (or not) and can be made to work for those seeking to grow business, trade, and provide local infrastructure.

He is known to many by his email address [OurManInDC@FederalRelations.com](mailto:OurManInDC@FederalRelations.com): he is Of Counsel to the Lindsay Hart firm, and the Principle of FBB Federal Relations.



# BLANKET ENROLLMENT

Steamship agency companies (Agents) or vessel operators (Operators) who meet eligibility requirements may enroll vessels they represent for pre-approved coverage. Under this Blanket Enrollment Agreement an eligible vessel represented by that agency may be automatically enrolled under the Plan upon filing an MFSA Arrival Notice through the Merchants Exchange.



## AGENTS:

ACGI Shipping  
Blue Water Shipping Company  
Cascade Marine Agencies  
Fujitrans U.S.A Inc.  
GSB Marine Services, LLC  
General Steamship Corp. LTD  
Inchcape Shipping Services  
Inter cruises  
Interport PNW  
North American Shipping Agencies  
Norton Lilly International  
SMS International Shore Operations  
Southport Agencies, Inc.  
Talon Marine  
Transmarine Navigation Corp.  
Transversal International  
Wilhelmsen Ship Service, Inc.

## OPERATORS:

Alaska Tanker Company, LLC  
Cook Inlet Tug & Barge  
(subsidiary of Saltchuk Marine)  
Crowley Maritime Corporation  
(Intrepid Ship Management, Inc.)  
Global Marine (Rainier Petroleum/  
Maxum Petroleum)  
K-Line America, Inc.  
Centerline Logistics / Olympic Tug  
& Barge  
Polar Tankers  
Sause Bros. Inc.  
Tidewater Canada

## MEMBERSHIP

CHEVRON USA

COLUMBIA GRAIN, INC.

COLUMBIA PACIFIC / GLOBAL PARTNERS

COLUMBIA RIVER STEAMSHIP OPERATORS  
ASSOCIATION (CRSOA)

EGT, LLC

KALAMA EXPORT COMPANY

KINDER MORGAN, INC.

LANXESS CORPORATION

MCCALL OIL & CHEMICAL CORP.

NIPPON DYNAWAVE PACKAGING COMPANY.

NUSTAR ENERGY, LP

PORT OF ASTORIA

PORT OF COLUMBIA COUNTY

PORT OF KALAMA

PORT OF LONGVIEW

PORT OF PORTLAND

PORT OF VANCOUVER USA

RADIUS RECYCLING (FORMERLY SCHNITZER STEEL  
PRODUCTS)

TEMCO, LLC

UNITED GRAIN CORP.

VIGOR INDUSTRIAL / CASCADE GENERAL

WESTROCK LONGVIEW LLC

WEYERHAEUSER CO.

## Maritime Fire & Safety Association

200 SW MARKET STREET, SUITE 190  
PORTLAND, OR 97201

24-HOUR (503) 220-2055

FAX (503) 295-3660

[www.mfsa.com](http://www.mfsa.com)