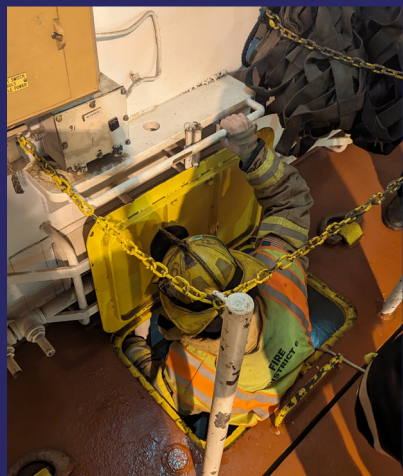




ANNUAL REPORT 2024



MESSAGE FROM THE PRESIDENT

It is a pleasure to present this 2024 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 our 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 41 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 had a very active year in 2024 and I am pleased to detail just some of the highlights below. Further information on these accomplishments can be found in the following pages of this report.

- *Nine plan activations in 2024, including a multi-day response to a paint spill in Astoria.*
- *Produced a seven minute video to educate vessel masters and agents about the MFSA Vessel Response Plan, their responsibilities under the plan, and how to activate the plan.*
- *MFSA received funds from the FY23 Port Security Grant Program (PSGP) award to continue support of our Technician and Command Level Trainings. This helps ensure our ability to conduct cost-effective training for our members.*
- *In the oil program, another successful year of drills and exercises including a Government Initiated Unannounced Exercise (GIUE), a complex deployment exercise involving two Geographic Response Plans that had not been previously deployed, and a Year 1 tabletop exercise.*

We have many projects planned for 2025, including:

- *Finalize the upfitting of the FPAAC mobile unit. This was a FY21 PSGP award that enhances communications interoperability within the region.*
- *Revisions to the Shipboard Fire Operations Guide (SFOG) and Lower Columbia Maritime Fire Safety Plan.*
- *Creation of a MFSA Fire Plan activation training video.*
- *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 2025 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
2024 President
Port of Vancouver USA

PAST PRESIDENTS

Dave Neset	1984-85
Fred Davis	1986
Ken O'Hollaren	1987
John Hartup	1988
Myron Salo	1989
John Mooneyham	1990
Merrill Cook	1991
Tom Zelenka	1992-93
Harold Nelson	1994
Roger Anderson	1995
Walt Morey	1996
John Fratt	1997-98
Mic Dorrance	1999
Dave McNeil	2000
Mic Dorrance	2001
Rick Arrasmith	2002
Amer Badawi	2003-04
Mike Schiller	2005-07
Jim Jakubiak	2008-11
Mike Schiller	2012-13
Richard Vincent	2014-16
Andrew Holbrook	2017-19
Mat Cusma	2020-22

2024 BOARD OF DIRECTORS



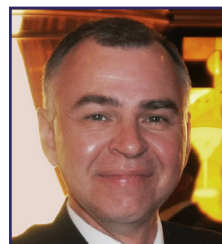
Geoff Owen
International Raw Materials
Vice President
(2025)



Jori Templeton
Secretary/Treasurer
(2027)



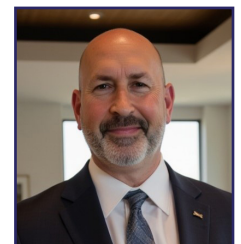
Mat Cusma
Radius Recycling
(2027)



Andrew Holbrook
KinderMorgan
(2026)



Christopher Morrison
Seaport Marine Surveys, Inc.
(2026)



Bryon Fletcher
Centerline
Logistics
(2027)

THE MARITIME FIRE & SAFETY ASSOCIATION



Hugh Ackroyd photo, used with permission

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 for our program work.

The tragic fire aboard the MV Protector Alpha (pictured above) occurred on the Columbia River forty-two years ago. 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.

2025 CALENDAR

JANUARY		FEBRUARY		MARCH	
22	OSRPC Meeting	12	MFSA/Clean Rivers Cooperative Joint Equipment Committee Meeting	4	Board of Directors Meeting
28	Annual Luncheon and Member Business Meeting			13	FPAAC Meeting
				26	OSRPC Meeting
APRIL		MAY		JUNE	
1	Board of Directors Meeting	6	Board of Directors Meeting	3	Board of Directors Meeting (Elected Board Only)
15	FPAAC Annual Summit	21	OSRPC Meeting	12	FPAAC Meeting
JULY		AUGUST		SEPTEMBER	
23	OSRPC Meeting	5	Board of Directors Meeting	18	FPAAC Meeting
		13	MFSA/Clean Rivers Cooperative Joint Equipment Committee Meeting	24	OSRPC Meeting
OCTOBER		NOVEMBER		DECEMBER	
7	Board of Directors Meeting	4	Board of Directors Meeting (Elected Board Only)	2	Board of Directors Meeting
		19	OSRPC Meeting	11	FPAAC 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 the MFSA Administrative Coordinator to confirm meeting location.

FIRE PROTECTION AGENCIES ADVISORY COUNCIL (FPAAC)



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 interdisciplinary responses 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.



MFSA CONTRACTORS

FPAAC



Don Doyle is the MFSA/FPAAC Training Coordinator, creating curriculum, syllabuses, lesson plans, and reports for all of our training programs. He was part of the team that rebuilt the training program in 2008. As the owner of Maritime Fire Training LLC, he delivers training to regional fire agencies on shipboard firefighting for land-based firefighters.

Dave Wyman is the MFSA/FPAAC Logistics Coordinator. He was introduced to MFSA in 1995 as a volunteer for Cowlitz County Fire District 5 and continued his involvement when he began working for Longview Fire Department. He became an MFSA contractor after his retirement from LFD in 2022



INTERIM SPILL RESPONSE COORDINATORS (ISRC)



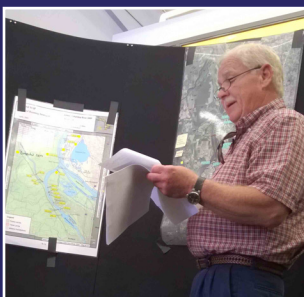
Chad Thompson retired from the US Coast Guard in 2017 after 25 years. Much of his career was spent conducting search and rescue, maritime law enforcement, and environmental response. During his last tour of duty he qualified as a Federal On-Scene Coordinator and Pollution Responder covering Oregon and parts of Washington.

Jack Kyle has been an emergency responder since 1986. He has worked in the petroleum transportation and refining industry for over 30 years. While working for Mobil Oil Co. he was trained and certified as the team leader for the San Francisco based Mobile Oil Response Activation Team, (M.O.R.A.T.). Jack was also a volunteer firefighter for 18 1/2 years both in California and Oregon.



George Birch is a former US Coast Guard MTSA Facility Regulator and Pollution Response Investigator. He has acted as Federal On-Scene Coordinator for over 400 spill incidents on land and water. As a civilian professional in the environmental response industry, he has responded to several Spills of National Significance including the Deepwater Horizon incident in 2010.

Corbin Ross retired from the US Coast Guard after 28 years of service where he held three commands in Oregon, Massachusetts, and Maryland protecting waterways, conducting search and rescue operations, and enforcing federal laws. During his last tour, he served as a Master Chief, and the Officer in Charge of the Tillamook Bay station in Garibaldi, Oregon.



THANK YOU, RIC GERTTULA

Ric has been an ISRC with MFSA since 2016 and retired from the MFSA ISRC program on December 31, 2024. He has over 40 years of experience in the maritime and environmental services industries and began his career on the Columbia, Snake, and Willamette rivers. Throughout his long career he participated in some of the largest environmental responses of their times, including Exxon Valdez, New Carissa, and Deepwater Horizon. He also managed operations in Long Beach, CA and Portland, OR for Foss Environmental. He retired from Foss Maritime Company in 2009.

We wish Ric a relaxing and enjoyable retirement! Thank you for all you have done for MFSA.

OIL SPILL RESPONSE AND PREPAREDNESS COMMITTEE (OSRPC)

Established in 1990, the primary purpose of the Oil Spill Response & Preparedness Committee is to promote and facilitate information sharing between members of the maritime industry and state and federal regulators regarding oil spill response.

Current membership is made up of local ports, vessel agents and operators, pilots, response contractors, state and federal regulatory agencies, and MFSA member facilities. The committee meets on a semi-monthly basis on the fourth Wednesday of every odd month. The OSRPC meeting agenda typically includes:

- Discussion of MFSA Plan Activations and other relevant spills
- Agency reports (USCG, OR and WA, FPAAC, River Pilots, and CRSOA)
- Port updates (business activities, facility information, upcoming changes)
- Vessel Statistics for the river system
- Primary Response Contractor report
- Updates on MFSA Plan and Communications System



Curtis Cannizzaro
Executive Director
cannizzaro@pdxmex.com



Carl Obermeier
General Manager
obermeier@pdxmex.com



Anthony O'Reilly
Administrative Coordinator and
FPAAC Program Manager
oreilly@pdxmex.com

FPAAC TRAINING

FEBRUARY 15TH - AWARENESS LEVEL TRAINING

Over 40 representatives of FPAAC member agencies participated in Awareness Level Training at the Cowlitz County Event Center.

Awareness Level Training provides a solid foundation for participants to operate safely in support roles without directly engaging in shipboard fire operations.

Don Doyle, FPAAC Training Coordinator and Dave Wyman, FPAAC Logistics delivered presentations and a screening of the FPAAC produced Ship Tour Video along with activities designed to familiarize participants with how to understand vessel fire control plans.

MARCH 26TH - 1Q TECHNICIAN LEVEL TRAINING

FPAAC held its first Technician Level Training of 2024 onboard SS *Curtiss*, at Port of Vancouver Berth 17.

Participants were divided into companies and assigned to an Incident Commander (IC) who instructed crews to find a specific location and report

back via radio. This activity helped personnel to familiarize themselves with the unique layout and hazards onboard before moving to scenario based exercises. The crew of SS *Curtiss* were asked not to provide any assistance to FPAAC personnel to add to the complexity of the exercises.

APRIL 18TH - OPERATIONS LEVEL TRAINING

FPAAC hosted Operations Level Training at the Cowlitz County Event Center and Port of Longview. The training included a classroom-based morning session and vessel familiarization tours in the afternoon.

Operations Level Training is the second step in our tiered training program designed to increase



FPAAC TRAINING (CONTINUED)

shipboard firefighting knowledge. Personnel are trained for basic shipboard interior operations, allowing them to perform safely in a tactical role at a vessel incident and recognize hazards.

Our expert instructors provided insights into the diverse sizes and complexities of various vessel types and operations. Attendees participated in a scavenger hunt exercise using vessel fire control plans.

In the afternoon, the group made their way to the Port of Longview and was split in two with one group boarding M/V *African Logrunner* and the other group boarding M/V *Darya Rapti*. Attendees were then given a vessel familiarization tour by the crews, allowing FPAAC personnel the ability to navigate within some of the deepest compartments in the impressive structures.



We wish to extend a sincere thank you to the crews of the *African Logrunner* and *Darya Rapti* and to Port of Longview's Marine Terminal Manager, Larry Landgraver, for his support and ability to make this invaluable opportunity come to fruition.

MAY 16TH – 2Q TECHNICIAN LEVEL TRAINING

Our annual live fire training was held in Astoria, OR at the Marine and Environmental Research Training Station (MERTS) where attendees participated in trainings built around realistic shipboard scenarios.

Thirty-seven total attendees from six FPAAC member agencies combined to participate in dynamic

scenarios including reconnaissance, search and rescue, boundary cooling, and firefighting strategies.

These training scenarios exercised portions of the NFPA 1005 and Oregon DPSST task book that can only be accomplished during live-fire exercises. We thank Jake Campbell, Tony Como, and Clatsop Community College for their support.

SEPTEMBER 19TH – 3Q TECHNICIAN LEVEL TRAINING

Over fifty total participants from seven member agencies collaborated on a highly successful technician level training held at Clark County Fire District #6 Station 63.



This “all tools” day allowed participating agencies to practice with their shipboard firefighting-specific assets and attendees rotated through several stations, including:

- A tour of Portland Fire & Rescue's Foam Unit 24 and Heavy Squad 24
- Slice torches, simulating the breaching of decks and bulkheads
- An overview of the ICRI “Voodoo” box for interoperable communications
- CO₂ applications testing equipment and hoses from multiple agencies, simulating the discharge of specialty extinguishing agents into a compartment with a working fire

FPAAC TRAINING (CONTINUED)



CO₂ plays a crucial role in suppressing fires in confined spaces in the maritime environment and having large quantities available for training was invaluable for FPAAC.

Thank you again to Clark County Fire District #6 for hosting this incredible training opportunity.

OCTOBER 29TH - MARINE FIRE COMMAND EXERCISE

FPAAC's annual Marine Fire Command Exercise was held in the Propeller Room of 200 Market Building, the home of Merchants Exchange. The training was attended by 30 participants from seven different FPAAC agencies.

Jeff Moore, General Sales Manager from Linde Gas had been invited to give attendees some insight into

the availability of CO₂ and the bulk delivery systems used.

Attendees were given an overview of the Shipboard Fire Operations Guide (SFOG) before working through a scenario as a large group.



Once the first scenario was successfully walked through and reviewed, attendees were split into groups utilizing breakout rooms and a supply of radios to create a feeling of reality. Participants were given the opportunity to practice communicating with Incident Command, Branch Directors, and individual units assigned to discuss, plan, and respond to an additional two training scenarios.

'Shore Branch' made use of the Merchants Exchange Board Room and reported updates back to Incident Command. The 'Ship Branch' was separated from the Incident Command and was tasked with supporting a rescue of two missing crew members using the ship's Fire Control Plan to establish a strategy and tactics.



THANK YOU, CHIEF STEVE SHAREK

Chief Sharek has been a mainstay of MFSA / FPAAC since the very beginning, quite literally as he was involved with the response to the fire onboard Protector Alpha in 1982. He was present at the first organizational meetings where the formation of MFSA was discussed.

Over the years, he has served MFSA and FPAAC in various capacities, including Technical Advisor, Vice Chair, and retiring as FPAAC Chair, contributing significantly to our mission year after year.

Chief Sharek has been with Clatskanie Fire since 1978. With just under 50 years of experience in the fire service, he has been an integral part of numerous trainings, exercises and responses, including the Protector Alpha fire response. His career is marked by his commitment to safety and excellence, making a lasting impact on FPAAC and the Columbia River community.



FPAAC COMMS TRAILER



FEMA



MFSA received FEMA Port Security Grant funding in 2021 to build and equip a mobile communications trailer to support FPAAC. The trailer will utilize a JPS ACU-Z1 Modular Radio Interoperability Gateway to allow all 13 FPAAC agencies to communicate seamlessly despite differing equipment.

Due to pandemic era supply constraints, this project had been delayed significantly. However, by the end of 2024 construction of the trailer has been completed and communications equipment will be installed during the first quarter of 2025.

PLAN ACTIVATIONS

JANUARY

On January 24, MFSA received notification of a spill of renewable diesel from a barge that was loading cargo in Portland. The Incident Commander activated Clean Rivers Cooperative and deployed the OSRV Clean Rivers 1. Approximately one gallon of renewable diesel was spilled into the river, but the barge had been pre-boomed and the product was contained.



FEBRUARY

On February 7, MFSA received notification from a vessel agent of a paint spill in Astoria. The ship had been using its own crane to load a pallet of 36 five gallon buckets of paint when the pallet buckled spilling its contents onto the pier and into the river. 19 buckets landed on the pier and 17 went into the river. The Incident Commander activated Clean Rivers Cooperative and deployed the response vessel Columbia Responder. The response crew surveyed the scene and found paint on pilings down river but no sheen. Global Diving and Salvage was hired to recover paint buckets that spilled into the river. Of the 17 buckets spilled into the river only 8 were able to be recovered due to challenging dive conditions.



PLAN ACTIVATIONS (CONTINUED)

MAY

On May 18, MFSA received notification from a vessel QI that their vessel had lost propulsion near Vancouver and had anchored. The Incident Commander activated Clean Rivers Cooperative in order to deploy a boat to survey the scene. There was no apparent discharge and the response stood down.

On May 27, MFSA received notification of a potential spill from a bulk carrier at a terminal in Longview. It was reported that a hydraulic line on the vessel's deck had ruptured, spilling approximately 20 liters of hydraulic oil to deck. It was reported that no product was discharged to water. The Incident Commander deployed to the scene and verified that no product was in the water. Clean Rivers Cooperative was not activated for this incident.

SEPTEMBER

On September 18, MFSA received notification of a spill at the Port of Vancouver with product in the river. The Incident Commander activated Clean Rivers Cooperative to respond. The Incident Commander subsequently learned that the source of the spill came from a fuel truck that was fueling a vessel at berth, and that the responsible party had already activated their own response plan and cleanup was already underway. As this was not an MFSA spill the response was stood down and the vessel was not charged for the MFSA and Clean Rivers assets deployed.

On September 27, MFSA received notification from a vessel agent of a threat of spill due to a propulsion casualty on a bulk carrier proceeding downriver in the vicinity of Port Westward. The Incident Commander activated Clean Rivers Cooperative who deployed the response vessel MFSA-1 to survey the scene. No spill was observed. The Incident Commander consulted with the US Coast Guard, and as the vessel at this point had two tugs escorting it the response was stood down.

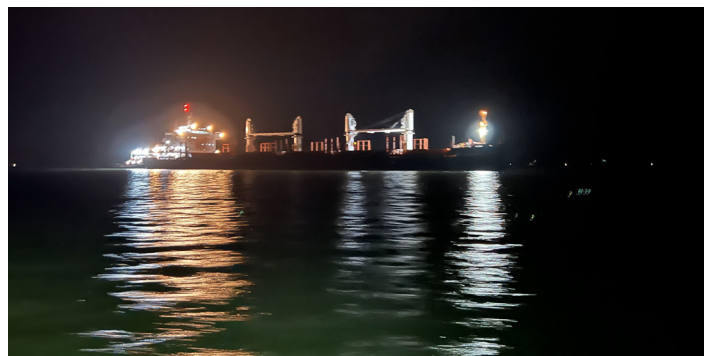


DECEMBER

On December 2, MFSA received notification of a hydraulic oil spill on a vessel in drydock at Vigor Shipyard in Portland. The ISRC deployed the Clean Rivers Response Manager to conduct a site survey. The spill had already been cleaned up on arrival and the response was stood down.

On the night of December 24, a bulk carrier outbound on the Columbia River lost power just to the west of the Astoria Megler bridge, suffered an allision with buoy 31, and ended up anchored in Youngs Bay. The MFSA ISRC activated Clean Rivers to conduct an assessment. No oil was released and the response was stood down.

On December 30, a vessel at Vigor Shipyard experienced a hydraulic oil leak from their bow thruster after refloating from drydock. The MFSA ISRC deployed Clean Rivers to conduct an assessment. The vessel had been pre-boomed so the spill was already contained. It was determined that the spilled material was not recoverable because the small amount of product released had quickly dispersed.



EXERCISES AND TRAINING

MAY – GOVERNMENT INITIATED UNANNOUNCED EXERCISE (GIUE)

On May 20, MFSA was the subject of a Government Initiated Unannounced Exercise by the Washington State Department of Ecology. The scenario involved a hydraulic oil spill from an MFSA covered vessel berthed at the Port of Vancouver. The Incident Commander activated Clean Rivers Cooperative and directed the implementation of Geographic Response Plan (GRP) LCR-99.9R. Clean Rivers and contractor Republic Services were on scene in approximately one hour from time of notification and successfully deployed the response strategy. Successful completion of this GIUE granted MFSA credit for one of its two required annual deployment exercises.



SEPTEMBER – DEPLOYMENT EXERCISE

On September 4, MFSA conducted a deployment exercise near Wallace Island near the mouth of the Clatskanie River. Two GRP's were exercised in this drill, LCR-49.8L and LCR-50.5L. This was the first time these two strategies had been tested. Strong river currents, low river levels, and recreational

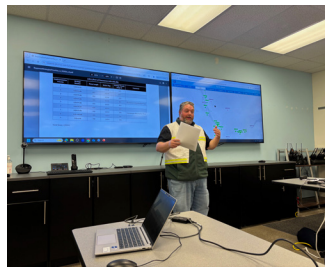
fishing traffic made this exercise particularly challenging. In addition, a commercial drone was deployed allowing MFSA to earn Department of Ecology drill credit for utilization of supplemental resources. Observer/evaluators were on hand from both Department of Ecology and Oregon Department of Environmental Quality for this exercise.



EXERCISES AND TRAINING (CONTINUED)

NOVEMBER - TABLETOP EXERCISE

On November 6, MFSA conducted a tabletop exercise. The scenario involved a ruptured hose during a ship-to-ship lightering operation on the Columbia River near Vancouver. MFSA utilized Clean Rivers Cooperative's newly remodeled training room as the Incident Command Post. The exercise was attended by Washington State Department of Ecology and the U.S. Coast Guard.



NOVEMBER - VESSEL OF OPPORTUNITY (VOO) TRAINING

As part of our Vessel Response Plan, MFSA has a contract with Republic Services to manage a Vessel of Opportunity (VOO) program. A VOO is a vessel, commercial or recreational, that agrees to make itself available to assist in an oil spill response. On November 7, Republic held a training session for the VOO fleet that was observed by MFSA staff.



CLEAN RIVERS COOPERATIVE

MFSA's Primary Response Contractor is Clean Rivers Cooperative. In the event of an MFSA plan activation, Clean Rivers will arrive on-scene, assess the situation, and begin the initial oil spill recovery process by calling out equipment and response contractors at the direction of the MFSA ISRC. Clean Rivers provides monthly training to its contractors, participates in exercises for its members, and deploys equipment throughout the area of coverage. What follows is a summary of some of Clean Rivers activities in 2024.

In addition to their partnership with MFSA, Clean Rivers also provides response services to their member facilities. Of the eleven responses that Clean Rivers provided in 2024, eight were for MFSA plan activations.

Throughout the year, Clean Rivers conducted member and contractor training. Training that benefited MFSA members and staff include: 8 hour HAZWOPER refresher training, ICS 300 and 400, as well as their ICS Practicum series which provided a deeper dive into ICS topics. Clean Rivers expanded their training program to include Member Specific training opportunities.

In 2024 Clean Rivers completed a remodel of their training facility. As part of a new cost-sharing agreement, this facility is now available for use by MFSA members at Clean Rivers member rates.

2024 VESSEL COUNT

Vessels Covered by the
MFSA Vessel Response Plan

- >> OIL BARGES: 145
- >> OIL TANKERS: 97
- >> BULK, CONTAINER & AUTO VESSELS: 1358

**TOTAL ENROLLED
VESSELS:**

1600

BUNKER JOBS:	DAYS OF DREDGING:
241	65



MFSA PLAN ACTIVATION VIDEO



On July 22 and 23, MFSA staff participated in primary filming for our *Understanding the MFSA Vessel Response Plan* training video. We partnered with Shields Films to produce a professional quality video explaining the background behind MFSA, the purpose of our umbrella Vessel Response Plan, and dramatizing a plan activation in order to provide vessel masters and agents an understanding of what happens when the plan is activated.



The video can be seen at

<https://mfsa.com/understanding-the-mfsa-plan/>



JOHN HARTUP

On December 10, MFSA and Clean Rivers Cooperative honored Mr. John Hartup by naming one of our Oil Spill Recovery Vessels after him.

Retired from Chevron Corporation, Mr. Hartup is a long-time figure in the Portland, OR petroleum transportation industry. As a manager for Chevron, he recognized the need for dedicated oil spill response equipment along the lower Columbia and Willamette Rivers. There was an added sense of urgency following the 1971 collision under the Golden Gate Bridge of the Chevron tankers Oregon Standard and Arizona Standard. No such response organization existed at the time and the cleanup relied on the support of volunteers. As a result, he spearheaded the founding of Clean Rivers Cooperative in 1971 (then known as the Oregon State Oil Spill Cooperative). He was also a founding member of MFSA in 1983, Chevron was the second organization to join MFSA, and he served as Board President in 1988.

MFSA FEDERAL LEGISLATIVE REPORT

PETER FRIEDMANN, FEDERAL COUNSEL, JANUARY 2025

MFSA: CONTINUING TO PROTECT COLUMBIA RIVER COMMERCE AND ENVIRONMENT DURING DRAMATIC POLITICAL AND POLICY CHANGE

This MFSA Annual Meeting convenes at a time of unprecedented transition – a new occupant of the White House, new unified Majority Party on Capitol Hill. This means that the leadership of every Department and every agency will change – well over 4,000 positions will be vacated, and new leadership nominated, confirmed, appointed. Most notable is that the policies implemented by the outgoing agency and department heads will be allowed to expire, while many will be rescinded and reversed.

MFSA will be impacted as the nation's trade agenda, maritime policies, and environmental policies change. These changes will impact vessel traffic in the Columbia River, marine terminals, and first responders.

On the day President Trump first sits in the Oval Office, we'll witness a dramatic policy shift on international trade. New tariffs are being imposed on imports, not only from China, but many countries which currently supply the US with apparel, footwear, toys, consumer electronics, hardware, furniture, etc. Currently those 'consumer goods' are brought into the Columbia River by MSC and SM Lines, with other container lines apparently considering such service into the River. If the tariffs make those goods too expensive, reduced consumption could translate into reduced imports, and fewer vessel calls into the River. Our tariffs have in the past sparked retaliatory measures, targeting agriculture and forest products exports that are the Columbia River's 'bread and butter' --wheat, soybeans, potatoes and potato products (French fries), hay, paper, to name a few. All suffered export volume declines from the Columbia River during the previous tariff war. How will a trade war unfold this time? Will container and bulk vessel traffic into the River decline? MFSA and maritime organizations around the country, must be concerned, and vigilant.

Marine terminal operations – since last year's MFSA Annual Meeting a new west coast longshore contract with the ILWU was adopted. Vessel traffic and marine terminal operations were only minimally disrupted. Currently, shippers anxiously await ratification of the new contract covering ILA longshore union workers at all the east coast and gulf coast ports. Columbia River, as all west coast ports, would be impacted if forced to adopt new limitations on automation now found in the East/Gulf longshore contract: limits on automation equipment, and a new role for the union to approve any new technology.

This past year, Portland's T6 was slated for closure, as not

generating sufficient revenue. Led by Oregon agriculture exporters, other PNW shippers, truckers, and longshore arose, convincing Oregon and Port leadership to rescind the shut-down plans. Today T6 remains operational, but all those that depend on this container terminal must be vigilant.

In bi-partisan fashion, Congress is considering the SHIP Act, to assure that more US exports and imports are carried on US built, owned and crewed ships, providing new work for US shipyards (in place of China shipyards). It would make exporting and importing more expensive; thus the bill provides subsidies.

The Federal Emergency Management Administration administers the Port Security Grant Program, which has granted significant funding to MFSA in the past. We will focus upon maintaining and increasing these grants, to fund MFSA's vital emergency preparedness, security and environmental response programs which have been a model for others around the country.

We will continue to engage with our Congressional Delegation, comprised of the Oregon and Washington Senators and all Representatives whose Districts include the Columbia and Willamette Rivers. They have, in bipartisan fashion continuously advocated for MFSA, since our founding in 1984, as the first and only bi-state organization devoted to maritime safety, security and environmental response, whose operational funding is self-generated.



PETER FRIEDMANN is a Washington, DC "insider". Born and raised in the Pacific Northwest, formerly US Senate Counsel, drafting the Ocean Shipping Act and other maritime, trade and tax laws. Today he represents diverse interests in international trade and transportation. A frequent speaker on "what's really happening on Capitol Hill and the Executive Branch", and how to get things done there.

His email is OurManInDC@FederalRelations.com, he's the Principal of FBB Federal Relations, P.C.

COMMUNICATIONS SYSTEM

Since 1991, MFSA has been committed to ongoing investments to maintain an effective radio communications system. We focus on providing interoperability with vessels, regulators, fire agencies, and response organizations. Sites, all connected by microwave, are set up at Megler Mountain, Nicolai Mountain, Green Mountain, Council Crest, and on top of the 200 Market Building with the command and control consoles at the Merchants Exchange.

The Merchants Exchange and MFSA maintains constant watch over channels 11, 16, 18A and five separate tactical and command frequencies for oil spills and shipboard emergencies. They also have at their disposal channels 13, 80, as well as channel 14 which is set aside for phone patches from ship to shore or vice versa. Even with cellular phones becoming more commonplace, we find that most communications with transiting ships on the Columbia River still come in by the more reliable VHF-FM radio.



BLANKET ENROLLEES

AGENTS:

ACGI Shipping
Blue Water Shipping Company
Cascade Marine Agencies
Fujitrans USA, Inc.
GAC North America (Seattle)
GSB Marine Services, LLC
General Steamship Corp, Ltd
Inchcape Shipping Services
Intercruises
Interport PNW
MARAGENSEA, LLC
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
Centerline Logistics
Cook Inlet Tug & Barge
Fairwater Holdings LLC
Global Marine
K-Line America, Inc.
Polar Tankers
Sause Bros. Inc.
Tidewater Canada



OUR MEMBERS



Kalama Export Company, LLC



NIPPON DYNAWAVE



MARITIME FIRE & SAFETY ASSOCIATION

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