



# ANNUAL REPORT 2025



*Serving the Lower Columbia and Willamette River Region since 1983*

# MESSAGE FROM THE PRESIDENT

It is a pleasure to present this 2025 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 42 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 another very active year in 2025 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.

- *Three plan activations in 2025, including a multi-day response to a hydraulic oil spill in Portland.*
- *Welcomed Phillips 66 as a new member to the association.*
- *Completed major updates to the Shipboard Fire Operations Guide and Lower Columbia Maritime Fire Safety/ Security Plan.*
- *In the oil program, another successful year of drills and exercises including a Large-Scale Equipment Deployment exercise, an additional deployment exercise, and a mid-cycle tabletop exercise.*
- *Conducted the inaugural Maritime Incident Command Schools (MICS). MICS is an evolution of FPAAC's existing Command level training, expanding the course to two days and incorporating case studies.*

We have many projects planned for 2026, including:

- *Conducting a Worst-Case Discharge tabletop exercise.*
- *Expanding our outreach efforts to educate local vessel agents, pilots, and others about MFSA programs.*
- *Finalize the upfitting of the FPAAC mobile unit that enhances communications interoperability within the region.*

Marine firefighting was a frequent news topic in 2025. In April, in response to the fire on the Grande Costa D'Avorio, the National Transportation Safety Board (NTSB) issued a number of recommendations relating to shipboard fire training for shore-based firefighters. The NTSB recommendations closely mirrored what is the current practice at MFSA as a result of the lessons learned from the 1982 fire aboard Protector Alpha. In 2026, MFSA will be an official sponsor of the National Harbor Safety Conference in Seattle in March. One focus of the conference will be shipboard firefighting where MFSA will be participating in a panel discussion on the subject.

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 2026 without the need for any increase in fees.

I'd like to recognize Andrew Holbrook who will be stepping down from the MFSA Board of Directors at the end of 2025 after an incredible 14 years of service, including three years as the Board President. Andrew is second longest serving MFSA board member and his experience will be greatly missed.

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**  
MFSA Board of Directors  
2025 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
Mic Dorrance	1993
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

## 2025 BOARD OF DIRECTORS



**Geoff Owen**  
International Raw Materials  
Vice President  
(2025)



**Jori Templeton**  
EGT  
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.

# 2026 CALENDAR

JANUARY		FEBRUARY		MARCH	
21	OSRPC Meeting	11	MFSA/Clean Rivers Cooperative Joint Equipment Committee Meeting	3	Board of Directors Meeting
27	Annual Luncheon and Member Business Meeting			12	FPAAC Meeting
				25	OSRPC Meeting
				31	FPAAC Annual Summit
APRIL		MAY		JUNE	
7	Board of Directors Meeting	5	Board of Directors Meeting	2	Board of Directors Meeting (Elected Board Only)
		20	OSRPC Meeting	11	FPAAC Meeting
JULY		AUGUST		SEPTEMBER	
22	OSRPC Meeting	6	Board of Directors Meeting	10	FPAAC Meeting
		12	MFSA/Clean Rivers Cooperative Joint Equipment Committee Meeting	16	OSRPC Meeting
OCTOBER		NOVEMBER		DECEMBER	
6	Board of Directors Meeting	3	Board of Directors Meeting (Elected Board Only)	1	Board of Directors Meeting
		18	OSRPC Meeting	10	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 inter-disciplinary 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

## 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 the Master Chief Petty Officer in Charge of Tillamook Bay Station in Garibaldi, Oregon.



## FPAAC

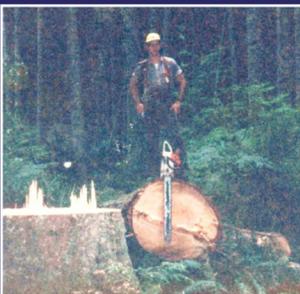


Don Doyle is the MFSA/FPAAC Training Coordinator, creating curriculum, syllabuses, lesson plans, and reports for all of our training programs. He was part of the team that rebuilt the training program in 2008. As the owner of Maritime Fire Training LLC, he delivers training to regional fire agencies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



## THANK YOU, DON DOYLE



From the forest to the sea, Don Doyle's career has been defined by service, craftsmanship, and a deep commitment to keeping others safe. Across decades of work in emergency response and maritime training, he has brought a rare blend of practical experience, steady leadership, and genuine care for the people he teaches. Don has been a trusted voice in shaping how our region understands and approaches shipboard firefighting, and his influence can be felt in every class, drill, and crew he has helped prepare. As he steps into retirement, we offer our heartfelt thanks for the integrity, humor, and dedication he has shared with all of us. His legacy will continue in the countless firefighters who are better trained and better prepared because of him.

# 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

FPAAC's first quarter Technician Level Training was held on March 20, 2025 at Port of Portland's Terminal 2 aboard MARAD Vessel USNS *Bob Hope*. The training saw participation from 37 individuals representing eight different FPAAC member agencies.

The primary focus of this quarter's training was to utilize the vessel's Fire Control Plans for navigation throughout the ship.

Those assigned to Battalion Chief duties established Command Posts in the Wheel House and Map Room and made use of the vessel's fire control plans to assist in directing company staff to a list of pre-determined locations throughout the vessel. This activity allowed participants to familiarize themselves with the ship's layout and potential hazards.

After lunch, the Command Posts were relocated to the B Deck to enhance communications due to the unusual thickness of the decks throughout the vessel. Participants then engaged in various fire scenarios, including an incinerator fire, an engine room fire, and a vehicle deck fire incorporating a search and rescue integration to add realism and complexity to the exercises.



During these scenarios, rope bags were used to act as hose lines and estimate distances from the main deck to the assigned locations.

FPAAC's second quarter Technician Level Training held at the Marine and Environmental Research and Training Center (MERTS) was our annual live fire training exercise. This year's training saw participation from 40 attendees across seven FPAAC member agencies. The training focused on dynamic scenarios where participants were divided into companies and "dispatched" to perform reconnaissance, search and rescue, boundary cooling, and firefighting strategies, with role players acting as the ship's crew.

The objectives of this training were to equip FPAAC member agencies with Technician, Operations, and Command level personnel to organize an effective response to a ship fire. Using live fire and scenarios developed ahead of time by our Training Coordinator Don Doyle, participants received information from a ship's representative, communicated with the Incident Commander, and made decisions on appropriate actions to manage the fire effectively.

D/O Gabe Wiggins from Clatskanie Fire led the simulated dispatch and managed the "Command Post" participants, also overseeing the "Hot Wash" debriefing after the scenarios. Logistics Specialist Dave Wyman served as the safety officer, managing interior operations with Captain Tom Schell from Vancouver Fire. They coordinated activities to align with the scenario objectives, with Dave also playing



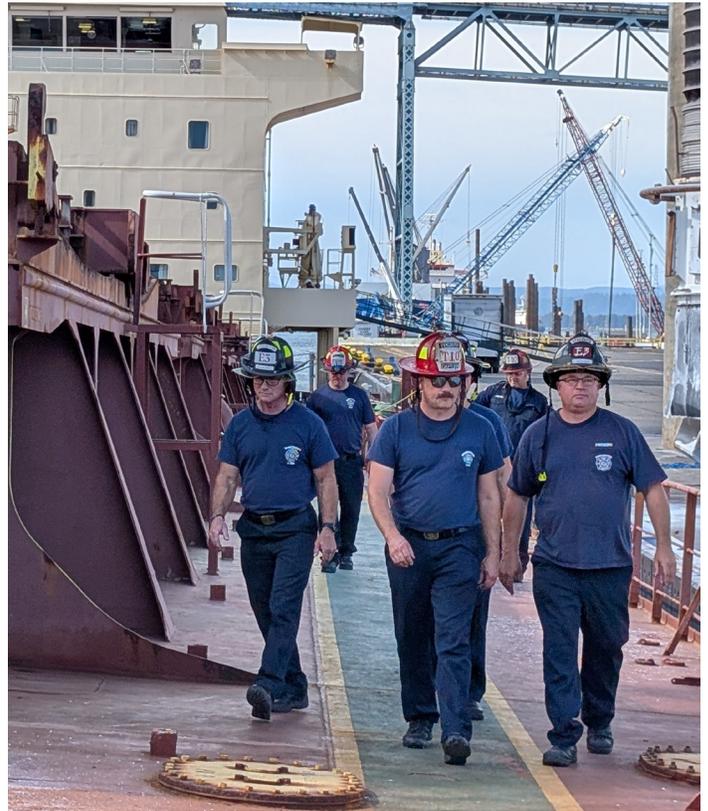
## FPAAC TRAINING (CONTINUED)

the role of a ship's representative when needed. Don Doyle, our Training Coordinator, role-played the ship's second mate, answering questions from the companies assigned to recon the incident.

FPAAC's third quarter Technician Level Training was held at PNW Metal Recycling in Longview, Washington with over fifty participants. MFSA has purchased specialty equipment to be used in a shipboard fire response and the annual 'all tools day' training provides member agency representatives with the opportunity to familiarize themselves with and operate the various pieces of specialty equipment in a controlled environment.

Attendees cycled through stations of specialty equipment to get hands on experience of: the assembly of CO2 delivery equipment, cutting thick steel with a BROCO thermal torch to simulate the breaching of reinforced structures, use of the magnetic drill press to penetrate steel without the thermal element, and the operation of the HILTI bolt gun to insert bolts into a steel plate and secure a flange.

Representatives from Portland Fire gave an overview of Engine 24's foam deployment system capabilities and a demonstration of their new Cold Cut Cobra tool which is designed for helping to extinguish electric vehicle fires by utilizing an ultra-high pressure water jet to create a fine mist for cooling gases and reducing temperatures. Attendees also toured the bulk carrier vessel M/V *Nava Ulysses* at Port of Longview's Berth 2.



FPAAC's fourth quarter Technician Level Training was held at Cowlitz Regional Conference Center on November 20, 2025. The training was attended by forty-four participants from eight different FPAAC member agencies.

The training featured an engaging classroom session led by Captain Ross Keys from Vancouver Fire Department, who serves as the HAZMAT Team Leader. He shared his expertise on the use of CO2 as an extinguishing agent, including its advantages, limitations, and important safety considerations during discharge.

Participants worked through practical exercises using ship fire control plans to calculate the cubic footage of engine rooms and cargo holds. With these measurements, participants calculated the amount of CO2 required to suppress Class A and Class B fires.

The session also included a case study of the 2018 fire aboard the RO/RO vessel M/V *Auto Banner* which occurred in South Korea. This topic is highly relevant and of growing concern due to the unique challenges posed by fires on RO/RO vessels emphasizing the importance of preparedness and specialized response strategies such as the deployment of CO2.

# MARITIME INCIDENT COMMAND SCHOOL

FPAAC's annual Command Training was expanded this year into a two-day Maritime Incident Command School, held in the Tiered Classroom at the 200 Market Building—home of Merchants Exchange.

The training brought together 51 participants from six FPAAC agencies for a real world case study and scenario based learning experience. Over the two days, attendees received:

- An overview of MFSA and Merchants Exchange's Marine Operations Department
- A briefing on the newly updated Shipboard Fire Operations Guide
- Presentations on port response to shipboard incidents, real-world case studies, and the role and capabilities of Salvage Marine Firefighting companies
- Insights into shipboard incident reconnaissance and a review of the 2023 Columbia River bulk vessel fire

Day Two featured hands-on command exercises. Participants worked through a group demonstration before splitting into teams to tackle pre-planned scenarios. Using breakout rooms, fire control plans, and radios, teams practiced building organizational charts and communicating with Incident Command, Branch Directors, and assigned units, adding realism to the training.

A special thank you to all who contributed as instructors, role players, and case study presenters. Evaluations received were overwhelmingly positive, and we look forward to building on the success of this inaugural two-day format in 2026.



# SFOG/FIRE PLAN UPDATE

Following the fatal M/V *Protector Alpha* Fire in 1982, and the subsequent formation of MFSA in 1983, the Lower Columbia Maritime Fire Safety Plan (Fire Plan), was developed by consultants working on behalf of MFSA in 1984.

The Fire Plan is intended to complement the Marine Fire Contingency Plan prepared and maintained by the U.S. Coast Guard.

The Shipboard Fire Operations Guide, first developed in 2013 and last updated in 2019, provides comprehensive response procedures, outlines roles and responsibilities, and describes resource capabilities and limitations.

On May 2, 2025, MFSA published two separate requests for proposals (RFP) to update both the Lower Columbia Maritime Fire Safety/Security Plan (Fire Plan) and the Shipboard Fire Operations Guide (SFOG).

Following the RFP Process, HRS Consulting Inc.'s proposal to update both documents was selected. The project team and FPAAC Member Agency representatives worked in close collaboration through the months of August, September, and October.

Thanks to that close collaboration and the responsiveness of the FPAAC member agencies, HRS was able to deliver the updated SFOG ahead of a revised completion date. This early delivery allowed the SFOG to be incorporated into November's Maritime Incident Command School.

The update projects were deemed successful, resulting in two completed products that we are very proud of. The updated Fire Plan and Shipboard Fire Operations Guide provide a solid foundation for advancing regional preparedness and we are excited for the opportunity to put them into action. Moving forward, they will serve as key tools to guide training, planning, and collaboration across the industry.

# PFAS FOAM REPLACEMENT

The Maritime Fire & Safety Association (MFSA), in collaboration with FPAAC member agencies, has taken decisive steps to address the growing concerns surrounding PFAS-based firefighting foams. PFAS, often referred to as "forever chemicals," have been linked to significant environmental and health risks due to their persistence in soil and water. With new federal and state regulations requiring the phase-out of PFAS foams, MFSA has prioritized compliance while ensuring that regional fire agencies remain equipped with effective tools for shipboard and industrial firefighting.

To meet these requirements, MFSA has purchased environmentally safer replacement foam and is coordinating the safe disposal of legacy PFAS products in accordance with regulatory guidelines. This effort not only protects the health of responders and the communities they serve, but also demonstrates MFSA's commitment to proactive leadership in environmental stewardship. By working together, member agencies are ensuring a smooth transition to safer firefighting practices while upholding the highest standards of safety and compliance.

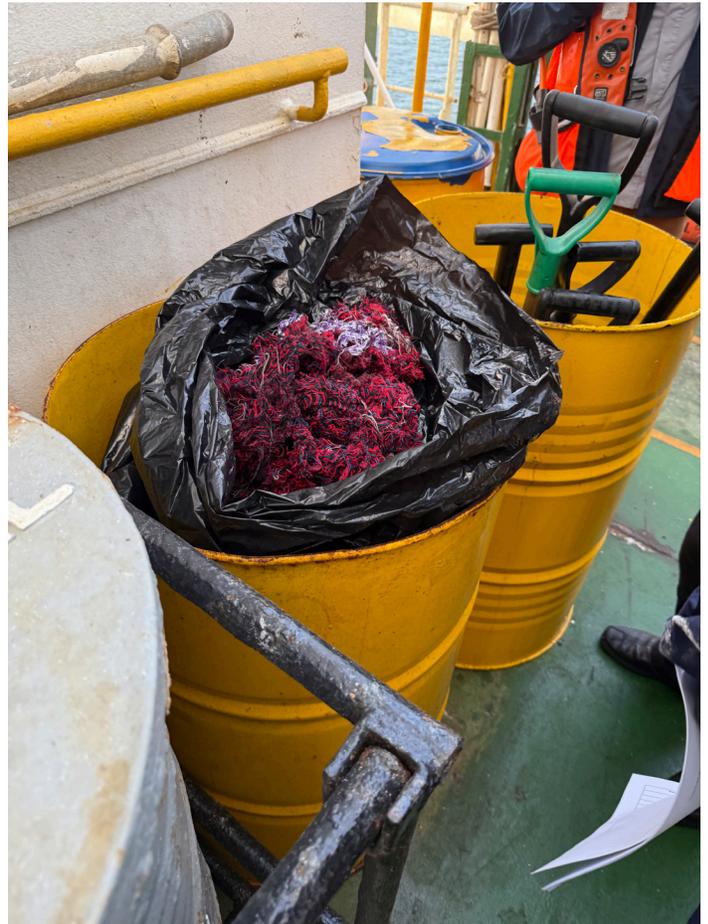
# PLAN ACTIVATIONS

## AUGUST

On August 7, a bulk carrier located at Kalama experienced a spill from an overflowing tank during an internal fuel transfer. The vessel's Master activated the MFSA plan. He reported that approximately 2,450 liters of marine fuel oil spilled to deck with about 2 liters entering the river. The ISRC called out the Clean Rivers Response Manager along with the response vessel *Columbia Responder*. No recoverable oil was found and the response stood down.

On August 27, MFSA received notification from a Qualified Individual of a hydraulic oil spill from a U.S. government vessel at the Port of Portland. The report was that due to a seal failure on a hydraulic cylinder approximately 10 gallons of hydraulic oil had been spilled into the river and that the vessel crew had already cleaned up the scene. The ISRC called out Clean Rivers to investigate. Upon arrival, a heavy sheen was observed and material was able to be recovered. This response continued into a second day due to the amount of material spilled and the locations that it spread to.

dispatched Clean Rivers to perform an assessment and no oil was observed in the water and the response was stood down.



## DECEMBER

On December 13, MFSA received notification from a Qualified Individual of a hydraulic oil spill to deck on a bulk carrier at the Port of Portland. The ISRC



# JOINT EQUIPMENT COMMITTEE



The Joint Equipment Committee is a collaboration between MFSA and Clean Rivers Cooperative providing oversight for cooperative equipment purchases and capital projects. The committee meets semi-annually and is comprised of equal representation between MFSA and Clean Rivers.

The Joint Equipment Committee is a critical tool for ensuring that the Cooperative maintains its level of readiness. By planning for long term equipment needs, it allow us to be confident that the standards Clean Rivers sets for response can be maintained for years to come.

MFSA is currently represented on the committee by Kent Cash (Port of Vancouver), Larry Landgraver (Port of Longview), Ross McDonald (Sause Bros), John Blodgett (Global Partners), and Lane Karabaic (KinderMorgan).



**John Dewey Hartup Jr. died peacefully on November 20, 2025, in Portland, Oregon, surrounded by his daughters.**

**He was 97 years old.**

## IN MEMORIAM

John Hartup's life was defined by service, leadership, and a deep commitment to protecting the region's waterways and communities. After earning a civil engineering degree through the GI Bill and serving two tours in Korea with the U.S. Army Corps of Engineers, John spent 38 years with Chevron, ultimately managing the Willbridge Terminal in Portland. His work there positioned him as a key figure in the creation of both the Maritime Fire & Safety Association and the Clean Rivers Cooperative. He served as the first president of the Clean Rivers Board of Directors in 1971 and later as president of the MFSA Board in 1988—roles that helped shape the Cooperative emergency response and environmental protection systems our region relies on today. In 2024, he was honored with the christening of a new skimming vessel bearing his name, the OSRV *John Hartup*. Beyond his professional contributions, John was active in his church, participated in international mission work, served on university and seminary boards, and embraced a lifetime love of the outdoors. He is survived by his daughters, Connie Shearer and Cheryl Hartup, and by his grandchildren, who carry forward the faith, generosity, and steadfast spirit that defined his life.

# EXERCISES AND TRAINING

## AUGUST 6 – LARGE SCALE EQUIPMENT DEPLOYMENT EXERCISE

MFSA was one of the planholders participating in this year's Large Scale Equipment Deployment Exercise conducted by the Washington State Department of Ecology. The scenario involved a mystery sheen and the MFSA/Clean Rivers 53' Command and Communications trailer was deployed to the Port of Vancouver to be used as a Command Post. MFSA ISRC Corbin Ross served as the Operations Section Chief for this exercise.



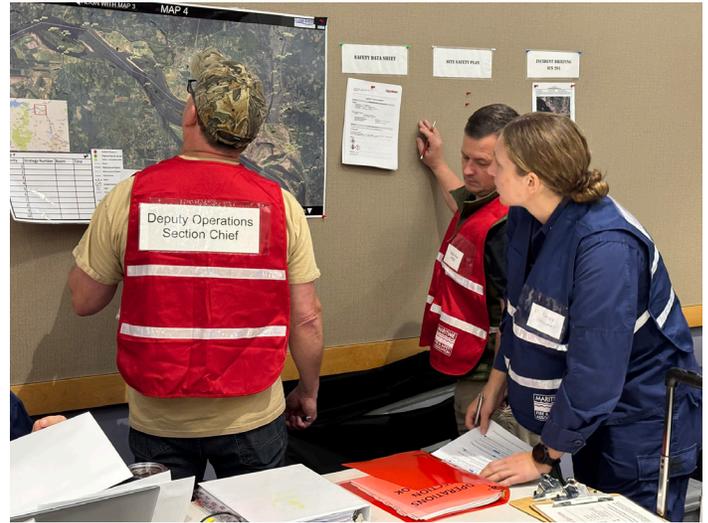
## EXERCISES AND TRAINING (CONTINUED)

### SEPTEMBER 17 – DEPLOYMENT EXERCISE

Our second deployment exercise involved a simulated oil spill from a fictional MFSA covered vessel. A collection strategy was deployed from Dibblee Beach in Rainier, Oregon.

### NOVEMBER 11 – TABLETOP EXERCISE

This exercise involved a spill to water from a fictional MFSA covered vessel. The vessel had been conducting an internal fuel transfer that resulted in a large spill to deck with a small amount of fuel entering the water. Although this was a simulated event, the scenario was similar to an actual spill that had occurred earlier in the year. MFSA utilized the Cowlitz County Event Center as the Incident Command Post and the exercise was attended by 38 participants in total from MFSA, Clean Rivers Cooperative, Witt O'Brien's, Republic Services/NRC, Leading Edge EES, Graymar Environmental, U.S. Coast Guard, Oregon Department of Environmental Quality, Washington State Department of Ecology, Columbia County Emergency Management Department, Cowlitz Indian Tribe, and Longview Fire Department. The exercise was a success and provided an excellent training opportunity ahead of our Worst Case Discharge exercise in 2026.



## THANK YOU, ANDREW HOLBROOK

The Maritime Fire & Safety Association extends its sincere gratitude to Andrew Holbrook for his remarkable 14 years of service on our Board of Directors, including three years as Vice President followed by his leadership as Board President from 2017–2019. As the second-longest-serving board member in our history, Andrew has been a steady, thoughtful voice in guiding the organization through growth, change, and new challenges. His retirement from his role as Northwest Division Operations Manager at KinderMorgan marks the close of a distinguished career, and we are deeply appreciative of the expertise, integrity, and commitment he has shared with MFSA throughout his tenure. We wish him the very best as he steps into this well-earned next chapter.

# 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 exercise for its members, and deploys equipment throughout the area of coverage. The following is a short summary of the Cooperative's activities in 2025.

In addition to their partnership with MFSA, Clean Rivers also provides response services to their member facilities. Of the six responses that Clean Rivers provided in 2025, three were for MFSA plan activations.

Throughout the year, Clean Rivers conducted member and contractor training. Training that benefited MFSA members and staff such as 8 hour HAZWOPER refresher training and Marine VHF Radio Etiquette. They also expanded their popular "Boom Rodeo" series to include an event in Pasco, WA for their upriver member.

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



## 2025 VESSEL COUNT

Vessels Covered by the  
MFSA Vessel Response Plan

- >> OIL BARGES: 197
- >> OIL TANKERS: 90
- >> BULK, CONTAINER & RO/RO: 1,293

**TOTAL ENROLLED VESSELS:**  
1,580

**BUNKER  
JOBS:**  
234

**DAYS OF  
DREDGING:**  
92

## NEW MEMBER



In 2025, we welcomed our newest member, Phillips 66 Portland Terminal.

Supplying approximately 1.7 million gallons per day of gasoline and diesel to local markets, Phillips 66 strives to be a responsible industry lead, innovator, and good neighbor. Their commitment to safety has been recognized through industry safety awards and certifications. The company was already a long-time member of Clean Rivers Cooperative and by joining MFSA they reinforce their commitment to the maritime safety of our region.

# FROM THE ARCHIVE



These photos are from the MFSA Intermediate Training Session conducted on September 14 and 15, 1988, at Portland Ship Repair Yard (today the location of MFSA member Vigor Marine Group).

This two day program involved tours aboard various MARAD vessels at the shipyard followed by classroom presentations by George Jacobsen, Tom Friedlein, and Theron Glover who were all associated with FPAAC agencies. This training most closely resembles our current Operations level course.

Our program has evolved over the years, but shipboard fire training for land based firefighters continues to be one of our core competencies.

# MFSA FEDERAL LEGISLATIVE REPORT

PETER FRIEDMANN, MFSA FEDERAL COUNSEL

## 2026 REPORT: MARITIME FIRE AND SAFETY ASSOCIATION, SERVING COLUMBIA RIVER MARITIME COMMERCE IN THE MIDST OF CHANGE AND CHALLENGE

Since 1984 the agencies that comprise the Maritime Fire & Safety Association have worked to maintain the Lower Columbia River as an essential transportation artery serving domestic and international commerce. Over this time, MFSA has encountered significant policy, trade, technological change. During 2026, these changes will challenge and enhance MFSA role: protecting commerce, lives, and the environment in and along the River.

As MFSA's 2026 annual meeting convenes, changing tariffs are determining the number of ships crossing the Columbia River Bar, both inbound and outbound. Customs duties on imports, which were dramatically increased in 2025, are being sporadically reduced, or increased, and are the subject of an imminent Supreme Court ruling with may bring them back down to pre-2025 levels. In the meantime, they remain far above those traditional levels. For the Columbia River and MFSA, we've felt the impact of China's retaliation - dramatic reduction in purchases of US soybean, wheat, corn from the US, and thus fewer ship calls in and out the River.

As 2026 gets underway, US and China trade relations may be thawing; tariffs are being reduced; China is dangling the possibility of increasing purchases of US soybean and other grains. In 2025 China shifted purchases of soybean, forest products, grains sources to Brazil, Argentina, Canada. If China returns to US sources in 2026, vessel traffic along the Columbia River will increase. At this moment it's uncertain.

The global trade community awaits the Supreme Court's decision on whether US tariffs on imports will remain in place. The impact of that decision will be felt in Kalama, Vancouver, Portland, Longview, all along the Lower Columbia River, where MFSA plays such an essential role.

During 2025, we witnessed the longest Federal government shutdown in history. Fortunately, Federal agencies of primary concern to Columbia River maritime commerce and MFSA, were largely spared. The Coast Guard continued to serve. While Corps of Engineers planning, permitting functions were interrupted, operations of Corps infrastructure on the River continued.

The international trade disputes impact not only export cargo volumes down the River, but imports and both bulk and container ship traffic. The worlds largest container carrier suspended service into the River in 2025. Meanwhile the other container carrier serving Port of Portland, SM Lines, maintains service. Two developments raise the possibility of additional container carrier service in the River in 2026.

First, as the punitive import duties (tariffs) are rescinded, imports will increase, and so may container volumes coming from Asia Pacific into PNW distribution centers. Second, the Port of Portland has recommitted to a viable container terminal, with the contracted T-6 operator promising aggressive recruitment of additional carriers (which demand excellent fire and safety capability as a condition of establishing regular service).

A major unknown at the beginning of 2026 revolves around the proposed establishment of the first ever trans-continental railroad – the merger of

Union Pacific and Norfolk Southern. Both Union Pacific and Burlington Northern (BNSF) operate track running along the Lower Columbia, before heading north to Puget Sound, or south to California. MFSA and Clean Rivers have worked with both. They compete vigorously.

The expected impact of the proposed merger is already vigorously disputed. UP claims a single railroad will offer seamless efficient transfer of cargo between eastern and western railroads where they meet at the Mississippi River (Chicago, Kansas City, Memphis). Other railroads, led by BNSF, dispute this. Shippers nationwide, including those whose cargo moves on rail and barge on the Columbia-Snake system shippers have different opinions as to the impact of a merger on service, pricing, etc.. The Surface Transportation Board is beginning what may be 2 years of hearings, investigations, before deciding if to allow the merger. Whatever that decision will be, the amount and type of services required of MFSA will be impacted.

In 2026 all maritime commerce globally will continue to grapple with the threat of battery combustion – how to prevent it and how to extinguish it. This is greatest threat to maritime commerce and life currently. Batteries have led to the largest shipboard fires with loss of life, including incidents in the Pacific on ships passing by Alaska on the way to US west coast marine terminals. Preventing, extinguishing, controlling these fires is more sophisticated and expensive, and requires considerable new techniques, training, funding and likely, additional personnel.

Despite the budget disputes on Capitol Hill, Congress will, during 2026, advance the various fire and spill training and response grant programs which have been awarded to MFSA in the past. We expect and appreciate that in its longstanding bi-partisan manner, the Washington and Oregon Congressional Delegation will continue to eagerly support this Federal partnership with MFSA.



*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.*

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# 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 maintain a 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. Although cellular phones are now ubiquitous, our Marine Operations Services Department still conduct much communication with transiting ships via our more reliable VHF-FM system.



## BLANKET ENROLLEES

### AGENTS:

Ben Line Agencies  
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  
Crowley Maritime Corporation  
Global Marine  
K-Line America, Inc.  
Polar Tankers  
Sause Bros. Inc.  
Tidewater Canada



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