



November 28, 2016

Millennium Bulk Terminals EIS
c/o ICF International
710 Second Ave, Suite 550
Seattle, Washington 98104

via: CommentWorks website

Re: NEPA Draft Environmental Impact Statement (DEIS), Millennium Bulk Terminal (MBT)

To Whom it May Concern:

Thank you for the opportunity to comment on the National Environmental Policy Act (NEPA) Draft Environmental Impact Statement (DEIS) for the Millennium Bulk Terminal Project.

The Maritime Fire & Safety Association (MFSA) is the leading provider and advocate of safe, environmentally responsible and cost effective response services in the Columbia Willamette River Marine Transportation System. The MFSA is a not-for-profit association that supports programs that are referenced in the DEIS and are part of the regional response structure – the MFSA Vessel Response Plan (the Plan) and the Fire Protection Agencies Advisory Council (FPAAC).

- The MFSA Plan, a state approved umbrella plan was first developed in 1993 to provide an effective and cost efficient way for ships to meet the regulations of Oregon and Washington, which go above and beyond federal regulations for oil spill planning and response. It provides the resources necessary to meet state planning standards from three miles beyond the mouth of the Columbia River up to river mile 113 and on the Willamette River from its confluence with the Columbia to the Willamette Falls.
- FPAAC was established in 1983 to address the need for a coordinated focus by local fire agencies with commercial marine ports to develop programs, training and equipment caches that improve the ability of any one agency to respond to a shipboard fire in their jurisdiction through their relationships and mutual aid agreements.

The MFSA has reviewed the published DEIS for the Millennium Bulk Terminal Project and respectfully submits the following comments.

6.4.4.5, paragraph 6

Although the facility is located in the state of Washington, the Columbia River is shared waters between Oregon and Washington and vessels calling on the facility will be required to meet oil spill planning regulations for Oregon (OAR 340-141), in addition to Washington regulations.

6.4.4.5, paragraph 7

After describing federal and state contingency planning requirements, the following paragraph gives the impression that the MFSA Plan is an additional, optional level of planning and response that is available.

Additionally, vessel owners/operators can obtain oil spill response and contingency planning coverage under the Maritime Fire Safety Association (MFSA) response plan, an umbrella plan for enrolled vessels entering the Columbia River.

The MFSA Plan is in actuality the Oregon and Washington state approved Umbrella plan available to all deep draft ships to meet the state planning requirements detailed in paragraph 6. All deep draft vessels must have a state approved Vessel Response Plan before entering the Columbia River.

6.4.1 Regulatory Setting

Although many conventions, regulations, statutes and guidelines for vessel transportation are referenced in table 6.4-1, there is no reference to the Northwest Area Contingency Plan (NWACP), specifically Chapter 8000 U.S.C.G. Sector Columbia River's Marine Firefighting Contingency Plan. This document is critical in vessel fire response along the Columbia River.

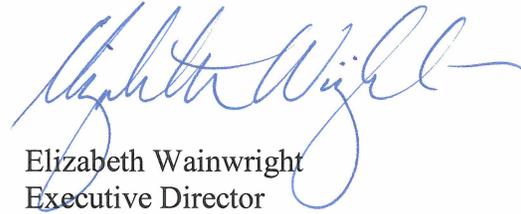
Chapter 6 – Lack of reference to the Maritime Fire and Safety Association (MFSA) and Fire Protection Agencies Advisory Council (FPAAC)

Throughout the document there is reference to vessel based fire prevention and response standards, however, there is no reference to the reliance on local fire agencies to respond to a shipboard fire. While page 6.4-23 paragraph 3 ends with "Therefore, an onboard emergency is unlikely to affect resources other than the vessel itself" numerous examples of malfunction, oversight or miscommunication worldwide have required intervention from outside agencies to suppress a shipboard fire effectively. The MFSA, FPAAC and additional fire agencies are directly cited as possible responding parties for a vessel or dock fire in the NWACP. The mission of the Fire Protection Agencies Advisory Council is to set forth a comprehensive system which ensures fast, well-coordinated, and effective response to vessel fire incidents in the Lower Columbia Region; and, to protect and enhance the quality of life of the citizens within the region, and safeguard the health, safety and welfare of the users of the waterway through agency coordination and loss

prevention. FPAAC provides a response resource not readily available in other port regions.

We look forward to continuing to work with Millennium Bulk Terminals to help ensure the project meets the critical needs it is designed to serve in a way that protects the public health, safety and our precious environment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Elizabeth Wainwright", with a long horizontal flourish extending to the right.

Elizabeth Wainwright
Executive Director