

Cook Inlet Harbor Safety Committee

Marine Firefighting Workgroup

Meeting

09 FEB, 2015

MEETING MINUTES

10:30: Meeting called to order

Roll call: By John Taylor, Chair

Workgroup attendees: Captain John Taylor, Chair
Dale Butts, Seward FD MFF Workgroup
Aaron Glidden, (Homer Harbor)
Scott Walden, Kenai Borough Office Emergency Manag.
MFF Workgroup Member.
Dennis Maguire, MFF Workgroup member
Todd Duke, Salvage HSC member, MFF workgroup
Jeff Johnson, Resolve Marine, MFF Workgroup
Dan Miotke, Homer FD, MFF Workgroup member
Greg Lebeau, MFF Workgroup
David DeVilbiss, Salvage Chair-MFF Workgroup
Lt. Matt Mitchel, USCG, Plans (Later phone in due
to travel to USCG District 17.

Unable to Attend: James Baisden, Chief Nikiski FD, MFF Workgroup
Mike Watson, CISPRI, MFF Workgroup
Joseph Losciuto, ASRC, MFF workgroup
Mark Tornal, MFF Workgroup

Introductions/Objectives

Chairman Taylor opens the meeting reviewing the Agenda. The CIHSC workgroups are generally held to lower numbers for those conducting the work required. The opinion for a MFF workgroup is slightly different in that by its nature it is beneficial for all the responding Emergency Response groups (IE Fire Departments) to have "skin" in the game and it is important for each department to equally understand all facets of vessel response. Therefore, the chair will be adding representatives from CI Fire Departments to attend the MFF workgroup meetings. Typically in HSC's the only standing workgroup is the Navigation Workgroup. However in the case of the CIHSC we feel this will be a long term workgroup as the individual projects are in a building phase and in many cases long term to get up and running. When all tasks for the MFF workgroup are completed (if ever considering continuous improvement), it will stand down. Suffice it to say, the workgroup has a robust list of accomplishments it wants to see worked moved forward and eventually finalized.

For future MFF workgroup meetings as a group we will stick to the membership only unless we have a guest speaker or SME on a particular subject. Too large and nothing gets done and too small nothing gets done. The chair will be updating and adding additional workgroup members very soon from area FD's and the online membership will be updated.

Some work will be performed by selected members of the workgroup at large. For example there will be topics that the chair will appoint a lead for who will communicate with others working on that topic. These leads are asked to keep track of all meetings and participants and provide the chair an email stating same so as to be updated by the chair for the website.

The chair would like to sincerely thank this workgroup for their interest and look forward to our work setting the bar for emergency response in Marine Firefighting.

MISSION STATEMENT

We have collectively agreed that our mission statement for the CIHSC will be:

"The MFF workgroup is dedicated to three basic goals.

- 1. Safety of firefighters responding to Marine Incidents.***
- 2. Safety of life and property of Cook Inlet Marine Industry assets.***
- 3. Through teamwork set a standard for exemplary response utilizing all available assets.***

We will do these things by:

- 1. Best available Industry Practices and technology.***
- 2. Working hand in hand with Local, State and Federal agencies via the CIHSC.***
- 3. Demonstrating the outcome of the above through agreements, training, drills, standards of care and practice.***

Agenda Items:

Marine Firefighting standards and qualifications:

A group discussion was held on State Qualifications and levels for Marine Firefighting. Mr. Dale Butts will lead this sub group with the assistance of Jeff Johnson and others of the workgroup as needed. Dale is with the Fire Standards Council on topics surrounding the use of NFPA 1005 Standard, FF 1 & 2 requirements for MFF, Awareness level and advanced levels. Dale will report what progress this council has before the May/June HSC meeting to be included in the Chairs report to the Committee. We are fortunate to have 3-4 members with extensive experience in training standards and other departments and states process to achieve these qualifications. Their meeting updates will follow the counsels meeting in March, at which time detailed work can begin after approval. It will have to be approved through either PROBOARD or IFSAC. There was some discussion on how certain criteria can be met by FD's that don't have frequent access to vessels of proper tonnage for meeting objectives that will be required for various levels of certification. The group will work with agencies to discuss vessel visits at various terminals where the visit will not interfere with the operational duties of the vessel during cargo operations.

Vessels to consider are the State Ferries, Tank Vessels and Passenger vessels. This could be extended to tug and barge operations and cargo vessels as well after proper engagements and arrangements are made. This relationship with industry is essential at any rate when the time for response comes.

Annual Drills and Training

The first step in training is to assess what gaps exist in various ports and to close those gaps. While not yet approved we are hopeful that the Alaska Marine Firefighting Symposium will occur in May of 2017. Jeff Johnson and John Taylor have co-facilitated these symposiums for the last 20 years in conjunction with many sponsors, including; The USCG, Polar Tankers, Alaska Tanker Company, Resolve marine, Crowley, SWAPA and arranged/funded through the PWSRCAC.

The proposed upcoming symposium will be a 2 track symposium. While the details are not yet finalized we expect as in past 2 track systems we will have a Command track and a Operational Track. The symposiums are typically 3 days. It is expected that Resolve will Co-Sponsor with the RCAC as they did last year. However we want to reach out to the other user groups in Cook Inlet that will directly affect the inlets user groups such as the Container vessels and RoRo vessels that visit Anchorage, local tug and barge operators, tank vessel operators, AMHS and of course the involvement of the USCG. We will be proposing the use of the port of Homer this symposium. All past symposiums have been predominantly in Valdez AK and one in Seward AK. If this occurs it could be very beneficial to the entire Cook Inlet for both small and larger departments. See attached flyer for past symposiums.

Public and Private Partnerships

Jeff Johnson explained the concept of partnerships between Fire Departments and Salvage Organizations. These two groups eventually work together on Marine incidents and this partnership improves the response to industry assets. Several FD's in Alaska have now signed these agreements and Jeff is preparing to develop communication lines to work out expectations of each org. A descriptive of this will be included on the MFF workgroup to the membership for information.

PLANS

The USCG is in the process of updating various emergency plans for the Inlet. Among these plans is the MFF portion of the Area Contingency Plan. There are other mentions of MFF in other plans such as sub area security Plans which will be unified for content. The MFF workgroup will be working directly with the USCG in these MFF plan reviews.

Lt. Matt Mitchel will be the point of contact between the MFF workgroup and the USCG. John Taylor, Jeff Johnson and Dennis Maguire will join with others to review and recommend content and changes or improvements to the plan. There is also an opportunity to compare the USCG plans with Borough Emergency Plans for consistency. An update will be given to the HSC at the next meeting on progress. The workgroup itself as a whole will review and comment on the finished product for the USCG to consider.

STRIKE TEAMS

Opening discussions were held on potential strike teams for the Cook Inlet. The group will work on this as a whole with the State and the USCG, including professional salvors to study how such a team could function to the benefit of commerce in the Inlet. There are numerous teams across the country and some are more trained than others. First we will establish the need, then the structure and relationship to the USCG and various plans and industry for a finished product. Long term to set up correctly but it was generally seen as something that might benefit the inlet. Particularly where you have ship traffic and small departments with small assets than the bigger departments there is benefit. This could fill the gap for expertise, coordination of mutual aid and a consolidated response until and after professional salvage groups arrive.

ADDITIONAL BULLET POINTS

Some of the following bullet points fall under the above planned task. Some may develop a life of their own. We would rather develop an aggressive agenda and goals to start with, but there is a limit of course on how much time participants can contribute. Thus the below may be folded into the ongoing task or be looked at after completion of some of the ongoing task. Many will greatly improve safety and adequate response by just conducting round table discussions with the appropriate persons.

- Analyze current level of MFF experience and training in the inlet to give an honest answer to the question-“are we ready to tackle a marine fire of any size?”
- Inter department dependency, MOUs and mutual aid agreements. Are they adequate?
- Educational programs (such as the MFF symposium) and presentations/round table command staff discussions on issues such as
 - Understanding the difference between tank and non-tank vessel fire and salvage regulations.
 - Initial stand-up of IC, building into a Unified Command between the owners representative, master of the vessel, USCG, and the multiple local, state and federal components that will become involved.
 - There have been multiple spill response drills within industry and oil companies do these to a large scale and do them well. A continuing gap is mixing in fire or salvage response into these objectives and to insure they do not detract from each other’s objective. Jeff and John have done this in the past with departments such as Los Angeles/Long Beach, Galveston and others and seen the need to have a smooth interface in such a large scenario. With Security concerns mixed in to the mix it is quite complex, even in a Unified Command.
- Study availability of grants for MRT/RRT and training

We will get together in a couple months to consolidate our progress for the committee report. We truly have a motivated group with the tools we need to get something done.

Be it known that even in the lower 48 in large departments this is not in a particularly advanced status, but there is the opportunity for AK to lead the charge regardless of the size of the ports. Alaska depends on its shipborne commerce to survive and port shut downs and ships on regular runs that go out of service can cause a much larger disruption here than large volume ports at times. We are not looking to develop massive departments. We are looking to have a fit for purpose response system for the ports of CI.

The fire service's function is to provide protection to the public and industry. This task in MFF MUST be conducted to a level that is fit for purpose. Safety of life, firefighters and crew on vessels is paramount. Setting expectations on what can be done and what should be done is critical, just as to know what one is capable to perform.

Workgroup members are reminded to please send the chair a short Bio for the web site. The membership roll will be updated this week and we will be putting bits of work and ref material in our section of the web site such as current MFF plan sections and articles of interest.

MEETING ADJORNED

1300

Respectfully submitted
Captain John Taylor