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February 23, 2017

House Transportation Committee
Oregon State Capitol
900 Court Street, NE
Salem, Or 97301

Re: AWO Support for HB 2695

Chair Mckeown and Members of the House Transportation Committee:

I am the Chief Operating Officer of Brusco Tug & Barge, Inc., headquartered in Longview, Washington. Brusco operates a fleet of ocean tugs and barges based out of the Columbia River heavily engaged in transporting logs and woodchips between points in Washington, Oregon, California and British Columbia. Brusco Tug has 110 employees, including Oregon residents.

Brusco Tug's tugboats make frequent calls into Coos Bay, particularly in woodchip barging between Coos Bay and the Columbia River. The company's tugboats also regularly provide dredging support there, towing dredging scows over the Coos Bay bar dozens of times on each dredging project.

It takes Brusco's tug masters and mates years of experience in order to qualify for the federal licenses permitting them to operate tugboats in U.S. coastwise trade. Brusco Tug's masters and mates have taken barges across the Coos Bay bar Dozens, and in many cases, hundreds of times, in dredging jobs and when transporting forest products between Coos Bay and other ports in Oregon, Washington and California. Since I started with the company in 1998, Brusco Tug's tugboats have also brought over 200 barge loads of logs from British Columbia to Coos Bay without being required to take a Coos Bay pilot, and without the pilots raising any concerns of safety. This changed in April, 2015 when the Coos Bay pilots got the Oregon Board of Maritime Pilots to change a legal interpretation, and then encouraged a change in customs clearing practices at Washington ports, increasing customs clearing costs for tugs and barges.

There is no safety related difference between U.S. tugs and barges transporting forest products to Coos Bay from British Columbia, and those same U.S. tugs transporting forest products to Coos Bay from other places in Oregon, Washington or California.

"The Best in Service"

Imposing expensive pilotage fees on this limited segment of log and woodchip barging into Coos Bay does not benefit the public. But HB 2695 will, by making Oregon forest products manufacturers and the tug and barge industry serving Coos Bay more cost competitive.

Brusco Tug urges all Oregon legislators to support HB 2695.

Very truly yours,

A handwritten signature in cursive script that reads "Dave Callantine". The signature is written in black ink and has a long horizontal flourish extending to the right.

Dave Callantine
Chief Operating Officer
Brusco Tug & Barge, Inc.