## **Definition of Trip**

- Maritime Fire & Safety Association (MFSA) definition of a trip for oil Each vessel must pay the appropriate trip fee(s) for each transit in the Area of Coverage. The geographic area covered by this Plan consists of the Columbia River from its mouth (at river mile 0) up to the Glenn Jackson Bridge (I-205) at river mile 113 and the Willamette River from its confluence with the Columbia River up to Willamette Falls. The coverage area also includes the area from the mouth of the Columbia River (at river mile 0) extending 3 miles into the Pacific Ocean (the "Ocean Zone").
- MFSA definition of a trip for fire Each vessel must pay the appropriate trip fee once per trip at the first MFSA member facility at which it docks within the Area of Coverage. The Area of Coverage is the same as for the MFSA Oil Plan.
- Oregon DEQ definition of a trip (both ballast and oil spill) Vessels passing through Oregon waters. Boundary is 3 nautical miles out.
- MEX definition of a trip a voyage is defined by crossing the Columbia River bar. .
- Columbia River Steamship Operators Association (CRSOA) definition of a trip voyage of a deep draft ship to a port on the Columbia/Willamette River System. As long as the vessel does not leave, call on another port and then return, a second fee would not be charged.

	Is fee assessed a second time if the vessel	
Fee	Crosses bar but stays within 3mile boundary	Crosses bar and leaves 3-mile boundary
MFSA Oil Spill Contingency Fee	No	Yes
MFSA Fire - First Arrival at Member Dock	No	Yes
MEX Vessel Reporting Fee	Yes	Yes
DEQ Ballast Water <a href="http://www.deq.state.or.us/lq/cu/emergency/ballast.htm">http://www.deq.state.or.us/lq/cu/emergency/ballast.htm</a>	No	Yes
DEQ Oil Spill http://www.deq.state.or.us/lq/pubs/docs/cu/OilSpillPlanningAnnualReport.pdf	No	Yes
CRSOA - Voyage & VTIS Assessment Fees	No	No

In general, vessels that are at anchor in Astoria awaiting berth availability that are required to leave due to weather, or other considerations, for the purposes of minimizing risks of damage would not be billed a second trip fee.

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