Exh. MM-02
Docket TP-250574
Witness: Michael Moore

BEFORE THE STATE OF WASHINGTON

UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION, Complainant, v. PUGET SOUND PILOTS, Respondent.	Docket No. TP-250574

EXHIBIT TO TESTIMONY OF

Captain Michael Moore

ON BEHALF OF

PACIFIC MERCHANT SHIPPING ASSOCIATION

Capt. Michael Moore Curriculum Vitae

January 2, 2026

CAPTAIN MICHAEL MOORE (RET.)

Curriculum Vitae

Coast Guard Career Summary: 1977 to 2002

Captain Moore graduated from the U.S. Coast Guard Academy in 1977. His first assignment was as a Deck Watch Officer and later as Operations Office aboard the icebreaker POLAER SEA. In 1979, he was assigned to the Marine Inspection Office Seattle where he served as a Marine Inspector, Investigating Officer and Merchant Marine Documentation and Licensing Officer. His investigation of a collision in Elliot Bay served as a springboard for region wide safety improvements ranging from enhanced bridge team personnel training and installation of upgraded navigation equipment to improved shoreside vessel management procedures.

In the Fall of 1983, Captain Moore was granted a leave of absence to qualify for the 1984 Olympic Trials in the decathlon. Following Olympic Trials competition that summer, he was assigned to Marine Safety Office San Francisco as Chief of the Marine Environmental Protection Division. His division responded to more than 2,200 spills including the explosion, fire and breaking apart of the tank vessel PUERTO RICAN in 1984. He led the development of an area wide hazardous materials response network and the creation of a computerized oil and hazardous materials response plan to improve response quality. During the Exxon Valdez spill, he served as an oil spill response advisor to the Pacific Area Commander, who was assigned by the Commandant to be the Federal On-Scene Coordinator.

From 1989 to 1991, Captain Moore attended the University of Washington, earning a Masters of Marine Affairs. Following graduation, he was assigned to the U.S. Coast Guard Academy from 1991-1994. He taught courses covering marine pollution, oceanography, fisheries, and meteorology and trained cadets in navigation and shiphandling with the use of simulator and on water instructing cadets in preparing a vessel to get underway, departing, river transiting, man overboard drills, docking and rotating cades through all of the positions including engine room duties. As Chief of the Marine Science Section, he directed curriculum changes to broaden cadet exposure to marine environmental issues and enjoyed the privilege of coaching track and field athletes including two All-Americans. During this time, Captain Moore also developed and taught a Contingency Planning for Port Emergencies course for the World Maritime University which is located in Malmo, Sweden.

In 1994, then Commander Moore was assigned to Marine Safety Office/Group Los Angeles-Long Beach as Chief, Port Operations. The Captain of the Port assigned him as the Coast Guard lead to implement the Los Angeles-Long Beach Vessel Traffic Information Service, where he worked with the Marine Exchange to operate the nation's first public/private vessel traffic service. This included development of procedures, training and qualification of watchstanders, ensuring a watch rotation that provided rested qualified watchstanders with minimal staffing and making operational decisions involving direction to vessels and handling of emergencies. The effort required close working relationship with the Jacobsen Pilot Service in Long Beach and the LA Pilots. The partnership earned the Vice President's Hammer

Award for Excellence in Government in 1997 which he received at a ceremony in Washington DC . Additionally, he worked with the LA-LB Harbor Safety Committee to develop "standards of care" addressing tug escorts, traffic and anchorage management, movements in restricted visibility and operational measures for vessels with navigational deficiencies. In June of 1998, he was assigned as Executive Officer of Marine Safety Office Puget Sound, followed by assignment as the Commanding Officer in June of 1999. Captain Moore's military decorations include the Legion Of Merit Medal, the Meritorious Service Medal, two Coast Guard Commendation Medals and several special operations and team awards.

During my career, I performed duties in multiple assignments in different locations: I stood duty on-watch and on call, on a vessel, shoreside, managed watch and on call rotations, set watch and on call calendars and policies, supervised staff who managed watchstanding and on call calendars, managed fatigue amongst workforce that stood duty on watch and on call, regulated fatigue of licensed mariners subject to standing watch, and investigated incidents where fatigue and watchkeeping were factors including incidents in Puget Sound.

Coast Guard Assignment Specifics - Overview

Coast Guard Academy 1973 to 1977 Graduate: Bachelor of Science in Mathematical Sciences

- Upon arrival selected as one of 12 section leaders out of 425 in the class
- Juliet Company Commander Senior Year (1200 plus cadets, 12 total companies)
- Military training: various duties on ships including deck watch officer and navigation training, helmsman, lookout, navigator duties, docking training, sailing training, engine room duties, flight training both helicopter and fixed wing, survival at sea training, damage control and firefighting training, weapons training and more.
- Athletics: 10 time letterman - football, basketball and track: Track and Field All American, Track Team Captain, Academy record holder in high jump and triple jump, 1977 Spring Most Valuable Athlete Award, Inductee into the Coast Guard Academy Sports Hall of Fame for football and track.

USCGC Polar Sea: 1977 to 1979

- Operations Officer (led Ops Dept as an Ensign: LCDR Position)
- Deck Watch Officer, Asst. Navigation Officer
- Helicopter Operations Control Officer
- Gunnery Officer
- Collateral duties: Training Officer, Unit Reserve Liaison Officer, Educational Services Officer, Special Services Officer, Exchange Officer (ship store), Witnessing Officer, Photography Officer

Marine Inspection Office Seattle: 1979 to 1983

- Hull inspector -- enforcing and administering the navigation and vessel inspection laws; inspections for certification, drydock, repair, inspects both U.S. and foreign flag vessels; conducts vessel plan reviews, inspects pressure vessel and fuel tanks at manufacturer, reports on activities of the marine industry and represents the command with them.

- In addition, he served as Boarding officer on U.S.S. Ohio arrival task force addressing potential threats to the first arrival,
- Identified several problem areas on a newly constructed vessels
- Identified issues and on WSF Super-class ferries

- Licensing & Certification Officer -- creating, proctoring, and grading exams from a list of questions and categories; proctoring/evaluating charts for pilotage endorsement decisions, reviewed credentials and documentation for proper certification approval/denial of documents, licenses.
  - Created fair and comprehensive exams from an inventory of questions and graded them to make licensing decisions.
- Marine Investigation Officer – Investigates marine casualties and mariners:
  - Note: Assigned to investigate an incident involving WSF Issaquah 29 December 1980 a highly **controversial and politicized incident involving an allision with the Fauntleroy landing** completing the investigation with no unanswered questions and resulted in recommendations for a revamped training program at WSF.
  - Note: Appointed by the District Commander to a formal board of investigation of the 13 January 1981 **collision between the WSF KLAHOWYA (master & mate) and a freighter SANKO GRAIN (pilot at the con)** doing a "superlative job" and was lauded by the chair Captain Sardeson for a "very fine performance"; he assumed the head role in the formal examination of the witnesses over 9 days producing a transcript record exceeding 1,650 pages and earned the respect of the seven lawyers present who represented the various parties in interest. The investigation led to several changes to improve marine safety.
  - Note: 1981 - Assigned to handle the investigation of the **S.S. MANHATTAN's violation of the non-mandatory Trans Alaska Pipeline System route** on behalf of the Canadian Government; his intelligence and diplomatic approach was most appropriate.
  - Note: He handled a wide variety of cases and was lead representative in **several suspension and revocation proceedings before an Administrative Law Judge proving each case.** One case involved allegations of professional incompetence on the part of an officer with an **unlimited master's license** serving as 3rd mate on the S.S. .PRESIDENT MADISON; the case was transferred to San Francisco with the senior investigating officer stating that the development and organization of the case was superb.
- Collateral Duties: Morale and Recreation Officer and Social Activities Coordinator.

Coast Guard District 13 July- Oct 1983

- Investigated data base management to automate Search And Rescure (SAR) reporting requirements;
- Selected by Pacific Area Commander VADM Larkin's to serve as aid for flag officer conference;
- Assessed policy and jurisdiction of white water rafting to determine Coast Guard role,
- Prepared response to the National Transporation Safety Board (NTSB) recommendations regarding vessel traffic management in Elliott Bay;
- Served as Branch Chief for Marine Vessel Safety for the District.

Decathlon Training for 1984: October 1983 to July 1984

- Earlier made the U.S. All Military Team winning decathlon silver for the U.S. at the C.I.S.M. Games (world military games) and fifth in the high jump with over 30 countries participating.
- Sponsored by Nike by placing him on their elite athlete list
- Won significant Decathlon competition against multiple Olympic Trials Qualifying Decathletes in 1984 before the Olympic Trials
- Qualified for Olympic Trials with a scort that also exceeded the Olympic qualifying standard.

Coast Guard District 13: July/August 1984;

- Marine Vessel Safety Branch addressing marine safety and policy issues,
- Responded to a Congressional Inquiry and point person for potentially dangerous vessel boarding.

Marine Safety Office San Francisco; 1984 to 1989 – some excerpts from performance evaluations

- Marine Environmental Protection Officer within Port Operations responsible for planning, coordination and response to all reports of hazardous chemical and oil spills and inspections of oil and chemical facilities ultimately developing policies about response equipment needed at each facility.
- Assigned to fill a Lt Commander position as a LT
- Port Operations Duty Officer: handles all incident relative to Captain of the Port function and ensured all policies were carried out and incident responses coordinated
- As watch officer he helped lead the response to the explosion, fire, breaking in half, pollution and partial sinking and oil spill of the T/V PUERTO RICAN, he demonstrated a sound, level-headed approach greatly aiding the Captain of the Port
- Spill responses to a serious incidents is impressive; tanker spill undetected until he discovered the source and had already launched and positioned response equipment in the middle of the night to catch the oil, safely managed response to a gas barge collision and spill in Eureka, mitigated a dangerous situation involving a cracked hull on a caustic soda and sulfuric acid barge by carefully mixing the two chemicals to neutralize the danger to peopled and impacts to the environment stabilizing the situation
- Distinguished himself early on responding to several serious hazardous material spills resulting in no environmental harm or serious injury
- Coordinating with other federal, state and local agencies is impressive greatly expanding response efficiency particularly with EPA, Regional Water Quality Control Board, Fish and Game, County Health Dept's.
- Conducts extensive oil and hazmat training for division, unit and other CG resources in outlying areas and now other agencies and the state. His judgment on pollution incident responses is unquestioned.
- His division respects him for who he is and what he knows rather than what he wears on his shoulders; he keeps them informed regularly and seeks their views to improve promoting team approach

- Routinely gives presentation to local agencies to develop and improve a regional capability; participate in a TV program on oil spill response capabilities and technology with the command receiving accolades from the TV station about his performance
- First to ever prove a 100ppm discharge violation at sea; a landmark MARPOL case resulting in a fine and a strong signal
- Developed a computerized contingency plan earning reputation at CG HQ as a leader in response and planning field; Pac Area Commander had him brief him on his program. Invited to brief senior officers from the Industrial College of Armed Forces about application to operational briefs in the military. HQ requested input on response computerized system he developed; selected for presentation at the International Oil Spill Conference
- Member: California Oil Spill Advisory Committee; assisted in rewiring state plans
- Presented to California Governor appointed Water Board achieving instant credibility
- Congressional Staff presentation met w/equally impressive results
- COTP duty officer performance is an example to others
- Intuitive approach/diplomatic skills resolve dilemma involving a Panamanian Tanker Master with questionable mental competency
- Exerted positive CG oversight over a grounded tanker with 26 million gallons of oil
- Excels/Thrives during operational responses
- Invited to address the International Wildlife Rehabilitation Conference in February 1987 on panel with UK's equivalent of the U.S. EPA Director
- Recommended for promotion ahead of peers; awarded a Commendation medal and selected for promotion to LCDR
- Developed a network the exponentially expanded (no exaggeration) the effort of this units resources dedicated to performing our marine environmental response mission.
- **Exxon Valdez**; selected to advise PacArea Commander VADM Robbins/U.S. Senator Lautenberg (CG Oversight Committee) on trip to AK during initial stages of the Exxon Valdez spill; VADM Robbins was directed to take over the response. Selected to provide Press briefing (Good Morning America televised it) during first hours on scene
- Handled abnormally high load of media/legislative/public inquiries generated by EXXON VALDEZ
- Selected to Speak to California Governor's Emergency Operation Executive Council comprised of Agency Chiefs when VADM Robbins could not attend
- State Interagency Oil Spill Committee – he ensured proper understanding of CG/State relationship during a catastrophic spill
- Requested by HQ to train other districts
- NOAA solicited his input to improve Scientific Support mission

University of Washington; School of Marine Affairs 1989 - 1991

- Presented Marine Safety in the U.S. to large UW Law School Graduate Class; November 1989
- Thesis: Understanding Oil Spill Response Organizations; A Description and Analysis of Minor, Major and Catastrophic (Exxon Valdez) Spill Responses
- Earned Master of Marine Affairs
- Coached Track and Field both men and women in jump events

Graduate School of Business Administration University of Washington June – August 1990

Integration Administration (Executive Certificate)

- Systems Analysis & Decision Theory
- Finance & Accounting
- Organizational Theory
- Administrative Behavior & Strategic Planning
- Resource Allocation & Management Control

Coast Guard Academy Marine Science Section Chief 1991 - 1994

- Marine Science Section Chief after initial service as Assistant Professor
  - Supervises Faculty delivering 13 Marine Science courses
  - Course Director for General Oceanography and Marine Pollution
  - Evaluation excerpts: excellent lecture skills, adapts to the class, keeps their interest, employs humor with energetic animated style, captures and focuses the class;
  - Best teaching asset may be his ability to think & react quickly on his feet to direction/interest of class to capitalize on learning opportunities;
  - Changes style from calm approach at Honors Colloquium to demonstrative high energy style in coaching;
  - Cadet evaluations of him are impressive and his enthusiasm for the Coast Guard is highly contagious. Cadets found the experiences he shared valuable; generated significant interest from cadets seeking career advice
- Developed and taught course for the World Maritime University earning high praise
- Lab Instructor - Marine Science Boat – taught labs underway as well as navigation and boat handling.
- Ship Control & Navigation Training System Instructor (summer): demonstrated superb insight and judgement in operational settings during intense training on bridge team watchstanding, Officer of the Deck skills by exercising cadets in both the visual and radar simulators and on T-Boats demonstrating excellent navigation and seamanship skills while maintaining an emphasis on safety – RADM T.T. Matteson, Superintendent, Coast Guard Academy
- Cadet Candidate Evaluation Board – Admissions selection process
- Academic Advisor, CGA Duty Officer, Suitability for Service Board Member
- CGA Honor Colloquium Facilitator
- Named to Superintendent's Executive Committee to develop CGA outcomes
- Coaching and Athletics
  - Asst. JV Football Coach, Asst Varsity Indoor and Outdoor Track Coach with athletes setting numerous school records, New England Champions and several All New England performers, National Qualifiers, All- American Honors at NCAA including runner up.
  - Played in two basketball leagues and represented CGA on championship basketball team; placed in 7 track and field event winning 4 at Midwest master championship meet; constantly sought out for advice on training and fitness.
- CG Commendation Medal awarded – see citation highlights under awards

Port Operations Chief, MSO-Group LA/LB 1994 to 1998

- Responsible for all Captain of the Port and Federal On Scene and Vessel Traffic duties along 350 miles of coastline with largest US port complex and more than 1/3 of US container trade and 6,000+ deep draft vessels per year
- Implemented the Port State Control Foreign Vessel Program to eliminate substandard vessels requiring extensive training to ensure exams were targeted and comprehensive greatly improving safety and discouraging substandard vessels from calling on these ports; program involved
- Supervised 1,000+ Port State Control exams per year determining any actions necessary and refocused efforts on high-risk steering and propulsion issues
- Supervised Port Safety & Security programs, Facilities and Container Inspections, Marine Environmental Protection and Response, and a new unique COTP Vessel Traffic Information Systems (VTIS)
- Plans for and responds to 515+ oil or hazmat releases each year in addition to all port emergencies from
- Supervised waterfront facility inspections – 76/year
- Outstanding responsiveness to emergent operations; bomb threats, longshore strike, vessel casualties, fire, spills
- Ensured safe operations during a 4 month pilot strike at the Port of LA by creatively recommending a well-crafted COTP Safety Zone to ensure vessel moves were safely conducted using 2 management pilots not on strike and getting some ocean carriers to adjust schedules to better ensure pilot availability.
- Worked with both pilot groups to manage anchorages, vessel traffic management duties and approaches to minimize risk in the port
- Consistently powerful on mark briefings to CO on short notice
- Daily operational decisions affect dozens of ships and millions of dollars more than most ports see in a month; detain vessels, requiring tugs, diverting vessels to anchorage
- Respected for getting out in the field on vessel inspections, pollution cases, riding tugs and ships
- Makes deft use of VTIS replays, COTP letters of concern, violation reports to obtain industry cooperation in reducing risk
- At best handling complex tough questions extemporaneously in tough political or operational settings
- Articulate speaker with any group; Congressman, District Commander, Marine Board, Chief of Staff, Movie Producers, Port and Industry Executives, Harbor Commission; impressive recall of port and marine safety statistics provides instant credibility to oratory.
- Honest broker reputation balancing safety, reliability and efficiency of this major waterways system and earned the respect of the port community
- Major Harbor Safety Committee player developing important Standards of Care including tug escorts for tankers, limited visibility, anchoring, underkeel clearance and many others using creative approaches to address challenging issues.
- Implemented many safety initiatives minimizing the risk of collision, groundings and oils spills.

- Commanding Officer: Makes 95% of all Captain of the Port decisions in nation's largest port; industry tells COTP lucky to have him; they are right, there's none better!
- CG Meritorious Team Commendations on 3 April and 3 November 1995
- Earned the Vice President (Al Gore) Hammer Award for VTIS operations
- Captain of the Port rated him as "the top performing Commander I've come across" and recommended him for promotion at the next board; he is at the apex of maritime affairs and has developed a reputation for being the driver of most marine safety initiatives in the region; having made a large number of "on the mark" Captain of the Port and Federal On Scene Coordinator decisions, he's ready to command a large MSO now.
- The Pacific Area Chief of Staff concurred with COTP assessment and stated CDR Moore has absolute credibility with maritime community and the media and has earned a reputation as a maritime expert and leader both inside and out of the Coast Guard and he is sought after to address maritime audiences around the country.
- Awarded the Meritorious Service Medal for his performance for June 1994 to June 1998

Marine Safety Office Executive Officer and Alternate Captain of the Port 1998 to 1999

- Supervise unit personnel in performance of their duties including
- Port Operations, Marine Environmental Response, Port Security, Facility and Container Inspections and the Vessel Traffic Service, Investigations, Planning
- Regional Exam Center - Licensing and Merchant Mariner Documents
- Vessel Inspections and Port State Control
- Administrative and Budget Personnel
- Serve as Captain of the Port, Federal on Scene Coordinator and Officer in Charge Marine Inspection in absence of the Commanding Officer
- Promoted to Captain and Commanding Officer in 1999

Marine Safety Office Commanding Officer 1999 to 2002 (Captain of the Port)

- Captain of the Port, Federal on Scene Coordinator, Officer in Charge Marine Inspection
- Responsible for execution of all missions including waterways management, facilities and container inspections, pollution response, vessel inspections, port state control, licensing and documentation, investigations of marine casualties and marine personnel, response to all port emergencies, maritime security and planning.
- Merged operations centers for more coordination of response to maritime incidents including search and rescue, marine safety and security, waterways management and VTS operations and ensured/approved various watchstanding duty rotations to ensure the watch was rested and an appropriate mix of experience to handle a wide variety of issues. The merged operations center was the forerunner of the Joint Harbor Operations Center
- During the World Trade Organization meetings, served as Coast Guard Incident Commander in charge of all Coast Guard forces responsible for the maritime sector developing an organization with use of force training and new management of operations that would later be mobilized after 9-11 as the forerunner to the organizational realignment known as Sectors with all CG forces under one command.

- Integrated 20 different commands after 9-11 into a cohesive new organization
- Provided maritime security for POTUS and other high ranking officials
- Set maritime security standards after 9-11
- Worked with the maritime community to start the Harbor Safety Committee developing the first Standards of Care forming a first Harbor Safety Plan to augment regulations enhancing safety while serving as the forum of choice for marine safety discussion dealing with waterways management.
- Worked with WSF to implemented significant new requirements regarding lifesaving equipment, arrangements, plans, and training for all vessels. In early 2002, I approved WSF WSF's final Subchapter W Safety Risk Assessment and Alternative Compliance Plan.
- Initiated several security committees after 9-11 as forerunner to the Area Maritime Security Committee
- Formed the WSF Security Committee to facilitate appropriate implementation of security measures, accurate/timely communications and reaction to pertinent emerging security issues. In July 2002, WSF's CEO, USCG Captain of the Port, and the Chief of the Washington State Patrol (WSP), signed the charter governing this joint security committee
- Co-Chaired the Area Committee addressing contingency plan issues for spill response
- Testified before the Washington State Legislature
- Testified before a U.S. Senate Field Hearing post 9-11 on CG Programs and Security
- Briefed numerous flag officers and elected officials on CG programs
- Briefed several forums dealing with vessel safety and risk mitigation programs including the Blue Ribbon Task Force, the North Puget Sound Risk Mitigation Panel, a Ports and Waterways Safety Assessment of Haro Strait, American Salvage Association

Summary of Performance Captured in Legion of Merit Award from the Secretary of Transportation

Captain MOORE is cited for outstanding meritorious service in the performance of duty as Commanding Officer, Marine Safety Office Puget Sound from June 1999 through June 2002. During a period of unprecedented operational challenges, including assuring continuity of operations through Y2K and two Earthquakes, protecting the President at a World Trade Organization Conference, and mitigating security risks over a vast 3500 square miles, Captain MOORE's exceptional leadership, expertise, foresight, decisiveness and stamina ensured flawless execution of marine safety, security, and environmental protection services in the Pacific Northwest. Displaying superb operational acumen, he guided his command's responses to over 6000 marine incidents, many of which required strategic engagement with industry, State, Federal and Canadian government leaders. His tenacity and passion for marine safety resulted in risk-based systematic improvements that will benefit the region for many years, such as the reconfiguration of the traffic scheme throughout Puget Sound waters and the solutions addressing the recommendations of the Long-Term Risk Management Panel formed by the Secretary of Transportation and the Governor of Washington. He greatly fostered the growth of the Puget Sound Harbor Safety Committee and was the catalyst for the Harbor Safety Plan providing numerous industries developed and Coast Guard sanctioned non-regulatory safety measures to prevent future accidents and damage to the environment. He also concurrently worked with Washington State Ferries to complete an unprecedented safety assessment of this nation's largest ferry system which annually carries over 2 million passengers. The resulting safety regime tremendously enhances the

entire Puget Sound vessel casualty response system. After the terrorist attacks of September 11, 2001, Captain MOORE superbly led the maritime industry and a Coast Guard Incident Command, which integrated the efforts of personnel from over 20 different commands and 12 Port Security Committees to address the exponentially expanded Homeland Security requirements, while simultaneously meeting the other Puget Sound marine safety demands. He led the development of a sophisticated port vulnerability assessment model, which served as a model for the national assessment tool used by all Captains of the Port in assessing port risk and developing mitigations. Captain MOORE's ability, diligence and devotion to duty are the most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.

Coast Guard Medals

CG Meritorious Unit Commendation February 1978 – Bicentennial Cruise, Bermuda to Newport Tall Ship's Race, Operation Sail 1976 (Cadet with deck watch officer duties conning the 295' USCGC Eagle known as Barque Eagle – summer of 1976

National Defense Medal (twice) 1992 and 1973

Arctic Service Medal October 1978

CG Unit Commendation Medal February 1985 responding to an explosion and fire on the T/V Puerto Rican

CG Unit Commendation Medal with Operational Distinguishing Device (1987): - exceptionally meritorious service responding to a major pollution incident of 8,700 barrels of crude oil into Payton slough, Shell March and Carquinez Straits

CG Commendation Medal with Operational Distinguishing Device: Outstanding Achievement as Marine Environmental Protection Officer from September 1984 to August 1987; for the Commandant, Rear Admiral A. B. Beran

Expert Pistol (1988)

Special Operations Service Ribbon - Fleet Week 1988: issued November 1989

Special Operations Service Ribbon – Pope John Paul II Visit: issued January 1990

CG Unit Commendation with Operational Distinguishing Device: Exceptionally Meritorious Service from 24 April to 17 November 1989 major support of Exxon Valdez response, response to earthquake caused 900,000 gallon spill, major pier fire response, ,major crude oil pollution incident, implementing improvements to documentation of merchant vessel personal and licensing of deck and engineering officer while engaging in numerous high tempo operations.

CG Commendation Medal: outstanding achievement as an Associate Professor, Department of Science, Coast Guard Academy from August 1991 to June 1994 interweaving broad career experience improving Marine Pollution and Oceanography courses adding significantly to educational value and relevancy of the courses. Commander Moore exercised an unusual ability to fully anticipate cadet action both on his vessel and nearby T-Boats to run potentially unsafe situation into learning events while minimizing intervention and without jeopardizing safety; his zeal to positive impact cadet development as also exhibited in he coached fiver National qualifiers and a runner up in the pole vault. He greatly enhanced the Coast Guard's international reputation when he hosted and developed the curriculum for the World

Maritime University out of Malmo Sweden, in a course on Contingency Planning for Port Emergencies with students representing 11 different countries.

Humanitarian Service Medal (1992)

Coast Guard Meritorious Team Commendation (1994)

The Unique CG Resource Team organized to provide long range strategies and identify potential contributions of the Coast Guard Academy to the Coast Guard as a whole and to the nation.

CG Meritorious Team Commendation with Operational Distinguishing Device: Guadalupe Beach Oil Pollution Response Team: March 1994 to March 1995 responding to a 700,000 gallon underground pool of oil substantially threatening a major spill into coastal waters constructing a half mile long cofferdam, excavation and thermal desorption of 144,000 cubic yards of oil contaminated sand and installation of a 950 foot plastic barrier to prevent oil from migrating towards the ocean.

CG Meritorious Team Commendation with Operational Distinguishing Device (1994 - 1995)

Los Angeles-Long Beach Vessel Traffic Information Services LA-LB Implementation Team bringing the first ever public/private VTIS into service facilitating safe, efficient marine transportation showcasing the ability of industry and government to address common needs and achieve common goals.

Vice President (Al Gore) Hammer Award for Public/Private Partnership VTS in LA/LB

Meritorious Service Medal (1994 – 1998):

For superior leadership and marine safety skill sin implementing “Prevention Through People” safety initiatives in the nation’s busiest port complex. He led proactive marine safety prevention and response activities which entailed the inspection of thousands of freight containers, resulting in greater compliance with shipping regulations, supervised the conduct of over 3 thousand Port State Control inspections of foreign vessels upgrading compliance with international safety regulations and the response to over 2,500 oil and hazardous chemical incidents mitigating environmental impact. As primary member of the LA LB Vessel Traffic Information Service (VTIS) Implementation Team he developed a professional cadres of CG and Marine Exchange watchstanders as well as practical and effective operational procedures that ensured the mobility of all vessels. With his guidance, the VTIS developed into a highly successful cost –effective public-private partnership which resulted in him receiving the U.S. Vice President’s Hammer Award in 1997

Secretary of Transportation 9-11 Medal (2001)

Services in the wake of 9-11 dealing with threat of terrorism

Coast Guard Meritorious Team Commendation Standards of Training, Certification of Watchstanding

Regional Exam Center (STCW/REC) Surge Operation Team (2002)

Formed to address the surge in applications at the Coast Guard’s Regional Exam Centers created by requirements to obtain STCW certificates

Legion of Merit from Secretary of Transportation (1999 to 2002) – See Above

Qualifications During Career:

- Deck Watch Officer
- Helicopter Control Officer
- Sharpshooter Rifle
- Boarding Officer

- Harbor Safety Officer
- Foreign Vessel Inspector
- Casualty Investigator
- Suspension/Revocation Investigator
- License Evaluator
- Licensing Examiner
- Barge Inspector
- Dry Dock Inspector
- Hull Inspector
- Letter of Compliance Inspector
- Offshore Supply Vessel Inspector
- Small Vessel Inspector
- Pollution Investigator
- Federal on Scene Coordinator Representative
- Federal on Scene Coordinator
- Container Inspector
- Facility Inspector
- Port Operations Duty Officer
- Chief Port Operations
- Executive Officer
- Commanding Officer

Continuing Education:

- Damage Control/Marine Firefighting August 1977
- Shiphandling/Rules of the Road Aug 1977
- Basic Demolitions May 1978
- Marine Safety Basic Indoctrination Course 12 weeks 1979
- Oil Spill Control and Cleanup September 1984
- Marine Safety Port Operations 3 weeks 1984
- Offshore Oil Spill Response October 1984
- Hazardous Materials Technical Course Dec 1984
- International Oil Spill Conference February 1985
- Hazardous Materials Incident Response Operations March 1985
- Oil Spill Control Course Texas A&M April 1985
- Hazmacon 1985 Conference April 1985
- MSIS Pollution Training Course September 1985
- Hazmacon 1986 Conference April 1986
- Sampling for Hazardous Materials – EPA, June 1986
- Response Safety Decision Making EPA – August 1986
- On Scene Coordinator/Regional Response Team Simulation September 1986
- Hazardous Materials Management Seminar October 1986
- Pacific Strike Team Skimming Barrier Deployment Exercise October 1986
- California County Health Training Program November 1986
- Computer-Aided Management of Emergency Operations Course January 1987
- Pacific Strike Team Chemical Response Training March 1987
- Hazmacon 1987 April 1987
- Oil Pollution Control and Cleanup May 1987
- Chief Port Operations School 1994
- Commanding Officer School 1998
- Media Training for Senior Officers 1998

Speaking Engagements and Testimony "Examples"

- U.S. Speaker: International Wildlife Rehabilitation Conference February1987
- California Fish and Game Response Retreat
- Presenter: International Oil Spill Conference Proceedings February 1989
- Press Conference Exxon Valdez – Nationwide Coverage (Good Morning America)
- World Maritime University Class – Developed and Taught the Class
- Oil spill response press interviews on tanker spill in the Bay Area
- Guest lecturer University of Washington School of Marine Affairs
- Guess lecturer University of Washington Foster School of Business
- Cable Show on Port Competitiveness in Puget Sound with Executive Director of the Port of Tacoma
- Transportation Club of Tacoma
- Harbor Safety Committee LA/LB Presentations Numerous Times
- Harbor Safety Committee Puget Sound COTP updates and presentations
- Harbor Safety Committee Operations Chair updates and presentations
- Press interviews after 9-11 on maritime security and naval vessels
- U.S. Senate Field Hearing testimony on post 9-11 security and Coast Guard Missions
- Press interviews on an emergency tug at Neah Bay
- Press interviews on tug allision with 520 bridge
- Press interviews on WSF ferry Klahowya freighter Sanko Grain Collision in Elliott Bay
- Annual AgForestry Presentation on the Maritime Industry
- Seattle Propeller Club
- American Waterway Operators
- Pacific Northwest Waterways Association Conference Speaker
- E-Navigation Conference Speaker
- Speaker at Pacific Northwest Economic Region elected officials tour (rail, bus, port, border)
- Speaker on harbor tours for elected officials
- Intertanko Annual Meeting
- American Salvage Association
- Clean Pacific Vancouver Conference Keynote Panelist
- Clean Pacific Moderator and Presenter
- Salish Sea Conference Presenter
- Salish Sea Conference Kickoff Panel
- Testimony before State House and Senate Environmental Committees on various occasion dealing with oil spill prevention, tug use, Coast Guard operations, port operations, ballast water
- Testimony before State House and Senate Transportation Committees on transportation projects, funding, pilotage, port competiveness
- Testified before Pilot Commission in California at a rate hearing
- Testified before the Harbor Commission in LA on need for vessel traffic management inside the breakwater in coordination with the Coast Guard

- Testified before Port of Tacoma Commission on port competitiveness, infrastructure and shipping sector issues
- Testified before Port of Seattle Commission on port competitiveness, air emissions, trucking issues, transportation infrastructure

Post Coast Guard Career

Executive Director Puget Sound Steamship Operators (2002 to 2004)

- Association members include shipping agents, ocean carriers, tug operators and fuel providers
- Identified and addressed issues impacting the maritime industry at the local, state and federal level including legislative testimony on a wide variety of bills
- Represented industry at forums in Canada
- Represented industry on numerous work groups and committees including the Harbor Safety Committee, Ballast Water Work Group, Regulatory Committee on Oil Spill Contingency Plan Requirements, Pilotage Commission, Air Emissions, Freight Mobility groups, Port Competitiveness Groups
- Met with federal delegation regarding maritime challenges
- Met with senior Coast Guard, CBP, NOAA, EPA regarding maritime policies and programs
- Spoke at numerous forums including the Puget Sound Regional Council, Freight Mobility Strategic Investment Board, Port Commission Meetings, Legislative Committee hearings and other forums about environmental issues, transportation infrastructure and funding about the maritime industry and port competitiveness

Vice President Pacific Merchant Shipping Association (2005 to Present)

- Promotes safe, secure, efficient and environmentally sound maritime trade through advocacy efforts, best practices, public policy engagement and outreach.
- Engages media regarding trade, port competitiveness, environmental issues
- Authored numerous OpEd's and articles for a variety of publications
- Testified on a variety of bills in the Washington State Legislature and engaged in meetings with legislators regarding bills and regulations
- Engages port leadership and elected officials to improve gateway competitiveness and address environmental issues in a coordinate fashion
- Engages Coast Guard leadership on maritime issues, CG role, CG programs
- Represents Industry before the Utilities and Transportation Commission and the Board of Pilotage Commissioners regarding pilotage
- Serves on the Board of Pilotage Commission's Safety Committee formerly named the Fatigue Management Committee
- Board and Founding Member of the Washington State Maritime Federation which advocates for maritime issues as an association of associations
- Speaker at Seattle Mayor Maritime and Manufacturing Summit, Salish Sea Conference, Clean Pacific Conferences and many others.

- Selected as Propeller Club Maritime Person of the Year
- Longstanding member of the Washington State Ballast Water Work Group promoting cost effective risk mitigation without duplicating federal programs
- Original member of the Puget Sound Maritime Air Emission Inventory Steering Committee in 2005 and continues participation to this ongoing effort.
- Harbor Safety Committee Operations Chair and Steering Committee Member, Founding Member as COTP
- Appointed by the Governor to serve on the State of Washington Oil Spill Advisory Council with duties eventually shifted to the Puget Sound Partnership and Ecology
- Served on Ecology Advisory groups or provided comments to oil spill rules (response, prevention, vessel traffic, tug escort)
- Comment on various projects to agencies: Ports and Waterways Assessment, Pacific Coast Port Access Routing Study being two examples.
- Developed a queueing system to minimize ships arriving early and anchoring during the supply chain crisis; briefed citizens with U.S. Congressman
- Keynote speaking panel Clean Pacific held in Vancouver, Canada
- Participated in various vessel traffic and risk studies from 1998 to present including those sponsored by the State or the Coast Guard and provided input to Canadian efforts as well.
- Port of Vancouver ECHO vessel work group member to minimize ship noise for SRKW's
- Quiet Sound Planning and Leadership Team to minimize ship noise for SRKW's in Puget Sound; provided Quiet Sound as program name option which was eventually selected
- Transport Canada Pilot Projects participant under their Oceans Protection Plan to address ship transit risks including the Safe Distance Offshore Haida Gwaii project.
- Speaking engagements include numerous conferences and workshops like the Salish Sea Conferences, Clean Pacific Conferences, AWO Pacific Region meetings, Port roundtables, Puget Sound Business Journal Business Executive Roundtable, Federal Legislative Delegation Member Roundtables, AgForestry, University of Washington, Port Commission meetings as examples
- BC States Oil Spill Task Force Legacy Award for career work on prevention and response
- Puget Sound Maritime Achievement Award 2018

Chair of the Emergency Response Towing Vessel Compliance Group

- Providing a tug stationed at Neah Bay
- Co-led industry development of an entity to ensure compliant coverage and fair cost-sharing

Chair of the Alaska Maritime Prevention & Response Network – 5 years

- Providing vessels on great circle routes between Asia and the West Coast with risk reduction measure to comply with federal requirements using routing, early warning and response capabilities and a 24 hour monitoring center in Juneau, Alaska provided by the Marine Exchange of Alaska.
    - The Network received the prestigious, top-level Rear Admiral William M. Benkert Marine Environmental Protection Osprey Award of Excellence from the Coast Guard in May of 2020 for its innovative programs, commitment to its participants and Alaska, and proven results

in protecting the marine environment throughout Prince William Sound and Western Alaska. The Coast Guard only selects one organization nation-wide every two years to receive the coveted Osprey Award.

Vice Chair of the Alaska Chadux Network

- Consolidated entity formed by the Chadux, an Oil Spill Response Organization, and the Alaska Maritime Prevention and Response Network to provide more comprehensive service to members and enrollees addressing both prevention and response

Community Involvement

- Little league baseball coach
- Youth football coach
- High School Track and Field coach
- President of Save Our Communities representing citizens from numerous communities
- Represented the public in a lawsuit before the 9th Circuit