

MARINE TRANSPORTATION SYSTEM RECOVERY PLAN (MTSRP)

FOR

Sector Mobile, AL



U.S. Coast Guard Sector Mobile
U.S. DEPARTMENT OF HOMELAND SECURITY

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REFERENCES

- (a) Ports and Waterways Safety Act of 1972
- (b) Federal Water Pollution Control Act (FWPCA) of 1972.
- (c) Maritime Transportation Security Act of 2002 (MTSA)
- (d) Robert T. Stafford Disaster Relief Act (42 U.S.C. §5121 et. seq. as amended)
- (e) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)
- (f) An Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation, September 1999
- (g) Strategy to Enhance International Supply Chain Security, Department of Homeland Security, July 2007
- (h) Transportation Systems Sector-Specific Plan, Annex B: Maritime (2010)
- (i) Presidential Policy Directive 21 (PPD-21): Critical Infrastructure Security and Resilience
- (j) National Response Framework (NRF), Critical Infrastructure and Key Resources (CI/KR) Annex, 2011
- (k) National Disaster Recovery Framework, September 2011
- (l) National Strategy for Maritime Security: Maritime Infrastructure Recovery Plan (MIRP), April 2006
- (m) National Infrastructure Protection Plan (NIPP), 2009
- (n) National Maritime Transportation Security Plan (NMTSP), 2008
- (o) National Incident Management System
- (p) CBP/USCG Joint Protocols for the Expeditious Recovery of Trade
- (q) Area Contingency Plan
- (r) USCG Navigation and Vessel Inspection Circular (NVIC) 09-02, (series) (Guidelines for Development of Area Maritime Security Committees and Area Maritime Security Plans Required for U.S. Ports)
- (s) Operational Risk Management, COMDTINST 3500.3 (series)
- (t) Recovery of the Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28 (series)
- (u) USCG Incident Management Handbook, COMDTPUB P3120.17 (series)
- (v) USCG Marine Transportation System Unit Leader [MTSL] Job Aid
- (w) Common Assessment and Reporting Tool User's Manual
- (x) Policy on Use of Common Assessment and Reporting Tool, CG-FAC Policy Letter
- (y) Contingency Preparedness Planning Manual, Volume 3: Exercises, COMDTINST 3010.13 (series)

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SECTION 1: INTRODUCTION

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for Sector Mobile, AL supports recovery and restoration of the MTS. Responsibilities extend to incident and non-incident areas, requiring engagement with a broad spectrum of port stakeholders. The MTSRP may be referenced in other contingency plans (Area Maritime Security Plan (AMSP), Area Contingency Plan, Mass Rescue Plan, Severe Weather Plan, etc.) that have recovery elements.

A. PURPOSE: The MTSRP provides procedures to facilitate a safe, efficient, and timely restoration of the MTS to pre-disruption condition. Potential cascading effects extending beyond a local MTS disruption are addressed. Regional or National impacts may be felt when a major port is interrupted or closed with restrictions. Establishing an effective and efficient MTS Recovery framework to facilitate short-term recovery of the MTS, and support restorative efforts beyond the initial response/recovery phase is vital to local, regional, and national economic and security interests. The MTSRP may be activated when the following categories of MTS disruptions occur:

1. **Infrastructure Impact** A significant incident causing damage to a component or components of the MTS infrastructure that will likely require repair, alternative strategies, and/or vessel traffic control actions by the Captain of the Port (COTP) prior to resumption of MTS operations. Examples include:
 - a. Hurricane/tropical storm/heavy weather
 - b. Flood
 - c. Earthquake/tsunami
 - d. Major infrastructure casualty to bridges, roads, or public infrastructure
 - e. Cyber-attack with infrastructure damage
 - f. Terrorist attack
2. **Constrained Operational Capacity** An event without infrastructure damage that interrupts the normal port rhythm, including cargo operations, vessel movement, and physical security capabilities. Examples include:
 - a. Maritime Security (MARSEC) level increase
 - b. Cyber-attack without infrastructure damage
 - c. Labor shortage-disruption event
 - d. Security or casualty-related incident in an impacted port area causing enhanced cargo movement in other non-impacted ports within the Region
 - e. Oil discharge/hazardous substance release
3. **Constrained by Response Operations** An incident with response operations whose mitigation activities may disrupt the normal MTS operations beyond *pre-determined steady state thresholds* as identified in Section 2 of the MTSRP. Examples include response to:
 - a. Oil discharge/hazardous substance release

- b. Mass rescue operations
- c. Marine casualty that may or may not involve infrastructure damage. MTS Recovery will be a consideration in the primary response.

B. SCOPE: The MTSRP will be implemented during the short-term recovery phase of an incident to stabilize the MTS and support transition to long-term recovery in accordance with the National Disaster Recovery Framework.

1. **Framework** The MTS Recovery incident management structure is a scalable and cooperative process for restoring MTS functionality within the incident area, to include resumption of trade outside of incident areas. Chapter 16, Marine Transportation System Recovery, of the Incident Management Handbook shall be used as a template when standing up the MTSRU. The incident management structure must address three key operational planning factors when implementing the MTS Recovery function:
 - a. System stabilization;
 - b. Short-term recovery; and
 - c. Transition from short-term recovery to long-term recovery.
2. **National Incident Management System (NIMS) Incident Command System (ICS)** The MTSRP supports the National Response Framework (NRF) through use of the NIMS ICS planning process. This process is used in several other response plans (i.e., Area Contingency Plans, AMSPs, Mass Rescue Plans, Salvage Response Plan, etc).
3. **Critical Success Factors** The processes outlined in the MTSRP address five critical success factors for efficient and effective MTS Recovery preparedness and response activities, which include:
 - a. Inventory and identify MTS capabilities and constraints;
 - b. Communication of capabilities and constraints with stakeholders;
 - c. Collaboration on mitigation plans between public and private stakeholders;
 - d. Alignment of resources; and
 - e. Unity of effort to mitigate constraints and maximize use or return to service of available capabilities.

C. OVERARCHING GOALS AND OBJECTIVES:

1. **Overarching Goals** The goal for the MTSRP is to ensure preparedness and unity of effort between the Coast Guard and port stakeholders to safely, effectively, and efficiently recover from a MTS disruption.
2. **Objectives** The objectives for MTS Recovery may vary from incident to incident but will include but are not limited to:
 - a. Establish a Marine Transportation System Recovery Unit (MTSRU) within the Planning Section of the Incident Command System (ICS) structure.

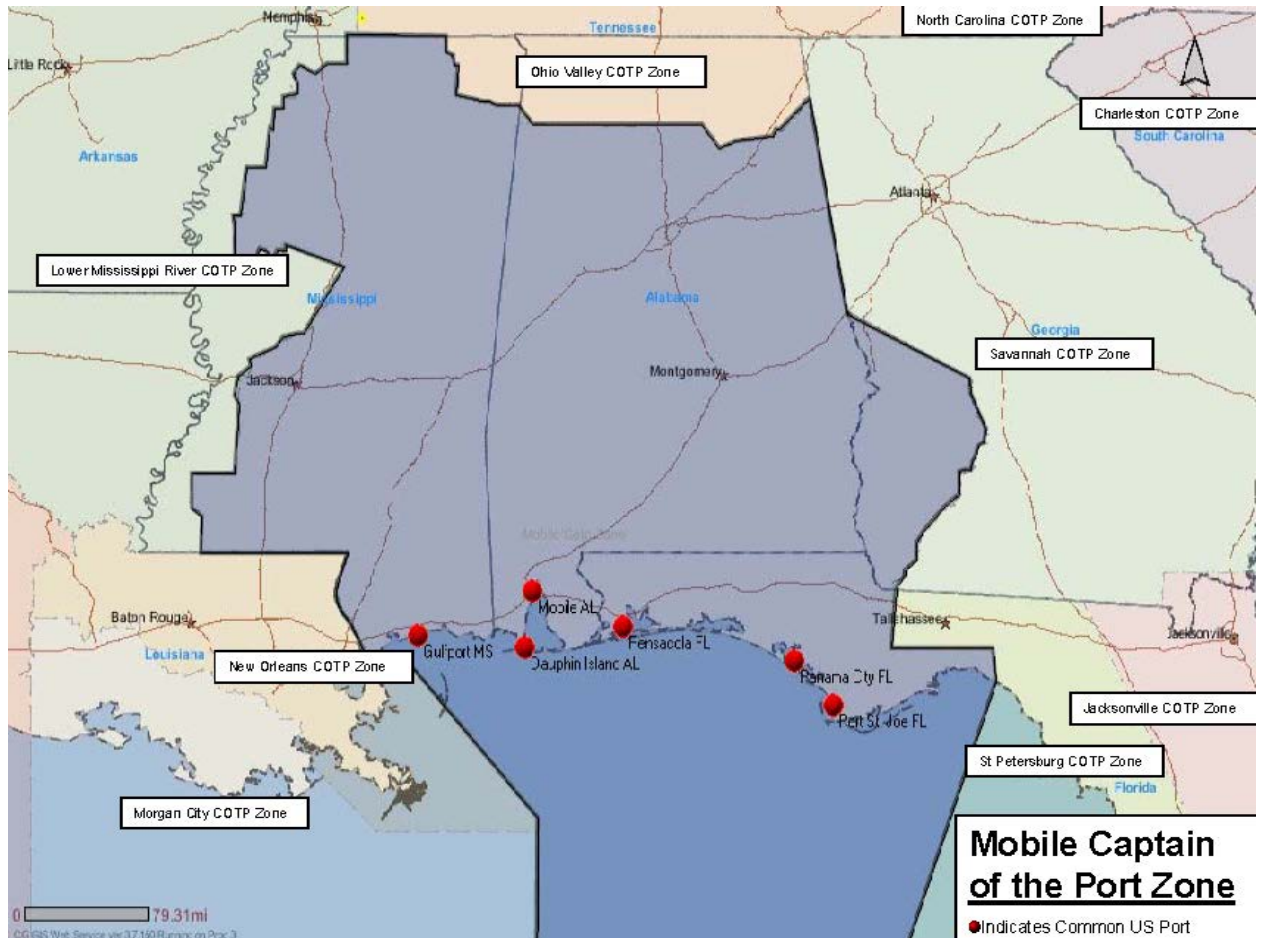
- b. Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area.
- c. Prioritize MTS Recovery operations by identifying critical ATON, infrastructure, and waterways prior to an event.
- d. Identify and prioritize cargo streams, maritime Critical Infrastructure/Key Resources (CI/KR), and methods to aid in their recovery.
- e. Review and maintain the Essential Elements of Information (EEI) to support recovery planning and operations.
- f. Track and report the status of MTS infrastructure recovery through the use of Common Assessment and Reporting Tool (CART) and EEIs.
- g. Reduce the effects of a TSI or the threat of a TSI.
- h. Coordinate salvage response and marine debris removal.
- i. Facilitation of a return of the MTS to pre-incident operational capabilities. An incident or incidents may have profound effects on trade patterns and business interests. A return to pre-incident operational capability of the MTS does not necessarily mean that there will be a corresponding return to pre-incident trade patterns and conditions, although facilitation of the latter is a goal of this plan.

D. ORGANIZATION: As the lead federal agency within the maritime domain, Coast Guard COTPs will work with governmental agencies, advisory committees, port partners, and stakeholders to coordinate recovery of the MTS. Incident communications, coordination, requests for support, infrastructure liaison and similar requirements will be guided by the NRF.

1. **Area of Responsibility** Sector Mobile's office is located in Mobile, AL. Subject to the overriding provisions of § 3.40-5, the boundaries of Sector Mobile's Marine Inspection Zone and Captain of the Port Zone start near the Florida coast at latitude 30°05'45" N., 084°04'34" W. proceeding northerly along the boundary between Wakulla and Jefferson counties to position 30°15'00" N., 084°04'33" W.; thence west to latitude 30°15'00" N, longitude 84°45'00" W; thence north to a point near the southern bank of the Seminole Lake at latitude 30°45'57" N, longitude 84°45'00" W; thence northeast along the eastern bank of the Seminole Lake and north along the eastern bank of the Flint River to latitude 32°20'00" N, longitude 84°01'51" W; thence northwest to the intersection of the Georgia-Alabama border at latitude 32°53'00" N; thence north along the Georgia-Alabama border to the southern boundary of Dekalb County, AL, thence west along the northern boundaries of Cherokee, Etowah, Blount, Cullman, Winston, and Marion Counties, AL, to the Mississippi-Alabama border; thence north along the Mississippi-Alabama border to the southern boundary of Tishomingo County, MS, at the Mississippi-Tennessee

border; thence west along the southern boundaries of Tishomingo and Prentiss Counties; thence north along the western boundaries of Prentiss and Alcorn Counties; thence west along the northern boundaries of Tippah, Benton, and Marshall Counties, MS; thence south and west along the eastern and southern boundaries of DeSoto, Tunica, Coahoma, Bolivar, and Washington Counties, MS; thence east along the northern boundary of Humphreys and Holmes Counties, MS; thence south along the eastern and southern boundaries of Holmes, Yazoo, Warren, Claiborne, Jefferson, Adams, and Wilkinson Counties, MS; thence east from the southernmost intersection of Wilkinson and Amite Counties, MS, to the west bank of the Pearl River; thence south along the west bank of the Pearl River to longitude 89°31'48" W (at the mouth of the river); thence south along longitude 89°31'48" W to latitude 30°10'00" N; thence east along latitude 30°10'00" N to longitude 89°10'00" W; thence southeast to latitude 29°00'00" N, longitude 88°00'00" W; thence south along longitude 88°00'00" W to the outermost extent of the EEZ; thence east along the outermost extent of the EEZ to the intersection with a line bearing 199°T from with a line bearing 199°T from 29°23'09" N., 084°04'34" W. to the EEZ (24°48'13" N., 085°50'05" W.); thence northeast to 29°23'09" N., 084°04'34" W.;" thence due north to the Florida coast at longitude 084°04'34" W. (30°05'45" N., 084°04'34" W.).

1. **COTP Zone Overview**



- a. **Local MTS Facts:** Tab A is a one page fact sheet of the local MTS.

For additional information see the following webpages:

1. Port of Mobile, AL: www.asdd.com
2. Port Gulfport, MS: www.shipmspa.com
3. Port of Pascagoula, MS: www.portofpascagoula.com
4. Port of Panama City, FL: www.panamacityportauthority.com
5. Port of Pensacola, FL: www.cityofpensacola.com/683/Port-of-Pensacola

- b. **Maritime Critical Infrastructure Covered by Essential Elements of Information (EEI):**

See Common Assessment and Reporting Tool at <https://cgcart.uscg.mil/>.

E. LEGAL CONSIDERATIONS: MTSR authorities include:

1. **Ports and Waterways Safety Act (PWSA) of 1972, Title 33 U.S.C. § 1221 et seq.**
The USCG has a statutory responsibility under the PWSA to ensure the safety and environmental protection of U.S. ports and waterways.
2. **Federal Water Pollution Control Act (FWPCA) of 1972, 33 U.S.C. § 1321 (c).**
The FWPCA gives the federal government the authority to “remove and, if necessary, destroy a vessel discharging, or threatening to discharge, by whatever means are available.”
3. **Maritime Transportation Security Act (MTSA) of 2002, 46 U.S.C § 70101 et seq.**
The MTSA empowers the Captain of the Port to serve as the FMSC in each COTP Zone to develop an Area Maritime Security Plan and coordinate actions under the National Transportation Security Plan.
4. **Robert T. Stafford Emergency Assistance Act (Stafford Act), 42 U.S.C. § 5121 et seq.**
The Stafford Act created the system by which a presidential disaster declaration of an emergency triggers financial and physical assistance through the Federal Emergency Management Agency (FEMA). The Act gives FEMA the responsibility for coordinating government-wide relief efforts through guidance found in the National Response Framework for 28 federal agencies and various non-government organizations.

- F. FUNDING CONSIDERATIONS:** Organizations participating in MTS Recovery are responsible for their own funding. However, expenses related directly to responding to and recovering from an incident (Transportation Security Incident (TSI), man-made or natural disaster) may be reimbursable. The following non-USCG special funding sources may be available in certain circumstances.

1. **Stafford Act** – The Stafford Act authorizes the delivery of federal technical, financial, logistical, and other assistance to states and localities during declared major disasters or emergencies. FEMA coordinates administration of disaster relief resources and assistance to states. Federal assistance is provided under the Stafford Act if an event is beyond the combined response capabilities of state and local governments.
2. **Oil Pollution Act of 1990 (OPA 90)** – The Federal On Scene Coordinator (FOSC) can request funding from the Oil Spill Liability Trust Fund (OSLTF) using the National Pollution Funds Center (NPFC) Ceiling and Numbering Assignment Processing System (CANAPS). CANAPS is accessed via www.npfc.gov/CANAPS. The FOSC can obtain an initial ceiling, amend ceilings, or cancel funding via CANAPS.
3. **Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Funding** – CERCLA funds (for hazardous materials response) are accessed via CANAPS, in the same manner as described in 1.F.2.
4. **USCG & Other Government Agencies (OGA) Funding** – Funds from annual departmental appropriations to execute daily missions in relation to MTS Recovery. For USCG funds, Area Commanders may track extraordinary expenditures for responses to all hazards/threats in a separate account for potential reimbursement. Therefore, Incident Commanders shall submit financial reports to Area Commanders with sufficient detail to facilitate such tracking.

G. USCG GOVERNING RESPONSIBILITIES: The USCG is responsible for implementing procedures designed to ensure our nation’s ports and waterways are safe and secure from the impacts of all hazards. The USCG is also designated as the Sector-Specific Agency for the maritime mode within the Transportation Systems Sector-Specific Plan to the National Infrastructure Protection Plan (NIPP) of 2013. As the LFA, the USCG is responsible for protecting Maritime Critical Infrastructure within the MTS.

H. MEMORANDUM OF UNDERSTANDING/MEMORANDUM OF AGREEMENT (MOU/MOA): MTSR activities may require the aid and cooperation of several public and private entities. When necessary, MOU/MOAs may be established beforehand between various agencies to facilitate cooperation. Refer to Appendix C for the MOA/MOU between the USCG Sector Mobile and various Fire Rescue / Fire Departments throughout the Sector’s AOR for Salvage and Marine Fire Fighting support.

There are currently no MOU/MOA’s between the COTP Mobile, AL. and the various supporting agencies for MTS recovery.

I. OUTSIDE SUPPORT: Public and private entities listed in other contingency plans may have overlapping capabilities pertinent to MTS recovery, and may be leveraged to support recovery efforts.

As outlined in the NRF, federal assets may be available through Stafford Act funding as part of Emergency Support Function (ESF)-1 (Transportation) after a federally-declared disaster, or through agency-to-agency support in a non-disaster declared incident.

State assets may be available through State Mutual Aid processes coordinated through USCG liaison officials and the Florida Department of Emergency Management.

1. Federal

Agency	Functions
Department of Commerce (DOC)	The DOC has the mission to "foster, promote, and develop the foreign and domestic commerce of the United States."
	International Trade Administration (ITA) <ul style="list-style-type: none"> • Promotes U.S. exports, particularly by small and medium-sized enterprises, and provides commercial diplomacy support for U.S. business interests around the world. • Enforces U.S. trade laws and agreements to prevent unfairly traded imports and to safeguard the competitive strength of U.S. businesses.
	National Oceanic and Atmospheric Administration (NOAA) Provides the following products and information to support MTS Recovery activities. <ul style="list-style-type: none"> • Emergency hydrographic surveys, search and recovery support, obstruction location and vessel traffic rerouting advice for ports and waterways. • Remote aerial and orbital imagery through the DOC/NOAA desk at the National Operations Center. • Scientific Support Coordination to the FOSC during response operations including dispersion modeling for waterborne and airborne hazards. • Weather forecasting.
Department of Defense (DOD)	Provides military transportation capacity from the U.S. Transportation Command (USTRANSCOM) or other organizations to move essential resources, including DOD response personnel and associated equipment and supplies, when requested and upon approval by the Secretary of Defense.
	U.S. Army Corps of Engineers (USACE) <ul style="list-style-type: none"> • Provides support in the emergency operation and restoration of inland waterways, ports, and harbors under the supervision of DOD/USACE, including dredging operations, channel depth surveys, and clearing obstructions from channels. • Through Public Law 84-99 (Flood Control, Coastal Emergencies) USACE can self-deploy without waiting for a FEMA Stafford Act mission order or funding. At the District level, USACE can spend up

Agency	Functions
	<p>to \$100,000 to initiate wreck removal and channel clearing operations.</p> <p>U.S. Navy Supervisor of Salvage and Diving (SupSalv) Provides technical, operational, and emergency support to the Navy, DOD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, system certification, and underwater ship husbandry.</p> <p>National Geospatial Intelligence Agency Provides geospatial intelligence (GEOINT) support for global world events, including disaster relief and homeland defense operations.</p>
Department of Energy (DOE)	The DOE is responsible for overseeing domestic energy production. The Department also provides information on status of, needs for, and plans for restoration of interdependent infrastructure. During Stafford Act responses, the DOE is the coordinating agency for ESF-12 (Energy).
Department of Homeland Security (DHS)	<p>Customs and Border Protection (CBP) Lead agency for screening of crew/passenger manifests, cargo inspections/screenings, and is a critical component of the Resumption of Trade initiative post-incident and Jones Act Waivers.</p> <p>Federal Emergency Management Agency (FEMA)</p> <ul style="list-style-type: none"> • The lead federal agency responsible for planning, managing, and coordinating all federal government efforts supporting U.S. territories, states, and local disaster relief operations as directed by Executive Order 12148. • Provides funding for disaster response and recovery activities under the Stafford Act. <p>Transportation Security Administration (TSA)</p> <ul style="list-style-type: none"> • Protects transportation infrastructure through preventive measures from acts of terrorism, and supports the protection of transportation infrastructure from all hazards. <p>United States Coast Guard (USCG)</p> <ul style="list-style-type: none"> • Identifies and provides assets and resources in support of MTS Recovery pursuant to authorities. • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of domestic ports, shipping, waterways, and related systems and infrastructure. <p>Office of Infrastructure Protection</p> <ul style="list-style-type: none"> • Provides information and assistance concerning the recovery and restoration of transportation critical infrastructure.

Agency	Functions
	<ul style="list-style-type: none"> • Protective Security Advisors can provide information on regional industrial impacts due to loss of the marine transportation system. <p>Office of Cyber Security & Communications</p> <ul style="list-style-type: none"> • Responsible for enhancing the security, resilience, and reliability of the Nation’s cyber and communications infrastructure. • Works to prevent or minimize disruptions to critical information infrastructure in order to protect the public, the economy, and government services.
<p>Department of Transportation (DOT)</p>	<p>USDOT National Response Program (NRP)</p> <ul style="list-style-type: none"> • Responsible for coordinating the Department’s preparedness, response, and recovery activities in all-hazard incidents and to support the Secretary’s responsibilities under the NRF ESF-1 Transportation. • The NRP team includes 7 Regional Emergency Transportation Coordinators (RETCOs) representing all DOT Operating Administrations. • In each region, the RETCO is designed to represent the Secretary to ensure preparedness, response, and recovery activities are effectively carried out.
	<p>Federal Aviation Administration (FAA)</p> <p>During contingency operations, the FAA can establish temporary flight restrictions providing clear airspace for operational, support, or security purposes. The FAA can also assist with transportation issues under ESF-1.</p>
	<p>Federal Motor Carrier Safety Administration (FMCSA)</p> <p>FMCSA regulates the trucking industry in the United States. The primary mission of the FMCSA is improving the safety of commercial motor vehicles (CMV) and truck drivers through enactment and enforcement of safety regulations. FMCSA can assist with outreach efforts to commercial drivers after a transportation disruption.</p>
	<p>Federal Railroad Administration (FRA)</p> <p>The purpose of FRA is to promulgate and enforce rail safety regulations, administer railroad assistance programs, and conduct research and development in support of improved railroad safety and national rail transportation policy. FRA can also assist with transportation issues under ESF-1.</p>
	<p>Maritime Administration (MARAD)</p> <p>MARAD is the agency within the U.S. Department of Transportation dealing with waterborne transportation. Its programs promote the use of waterborne transportation, its seamless integration with other</p>

Agency	Functions
	<p>segments of the transportation system, and the viability of the U.S. merchant marine. MARAD works in many areas involving ships and shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. MARAD will be a significant component of ESF-1.</p> <p>National Transportation Safety Board (NTSB) The NTSB investigates and reports accidents involving U.S. civil aviation, railroads, pipelines, highways and maritime casualties. The NTSB has authority and responsibility for investigation of major transportation incidents. They have no direct MTS Recovery role. The NTSB may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism per the Memorandum of Understanding (MOU) Between the NTSB and the USCG Regarding Marine Casualty Investigation (signed December 19, 2008). NTSB Headquarters would mobilize an incident response investigation team.</p> <p>Pipeline and Hazardous Materials Administration (PHMSA) PHMSA's main mission is to protect the people and the environment from the inherent risks associations with the transportation of hazardous materials, whether it is by pipeline or other modes of transport.</p>
Environmental Protection Agency (EPA)	Controls and abates pollution in the area of air, water, solid waste, pesticides, radioactive and toxic substances. During Stafford Act responses, the USCG and EPA will coordinate ESF-10 functions within their respective zones as per the National Response Plan and 40 CFR Part 300.
Department of State (DOS)	In accordance with the NRF International Coordination Support Annex, coordinates international offers of transportation-related assistance and support.

2. State

Agency	Functions
State of Alabama Department of Emergency Management	<ul style="list-style-type: none"> • Maintains a comprehensive statewide program of emergency management. • Ensures that Alabama is prepared to respond to emergencies, recover from them, and mitigate their impacts. • Responsible for the State Emergency Response Team (SERT) which is composed of various intergovernmental entities, volunteers, and the private sector. • Coordinates the efforts of the Federal Government with other departments and agencies of state government, with county and municipal governments and school boards, and with private agencies that have a role in emergency management.
Alabama Department of Environmental Management (ADEM), Florida Department of Environmental Protection (FDEP), Mississippi Department of Environmental Quality (MEDQ), Georgia Environmental Protection Division (GEPD)	<ul style="list-style-type: none"> • Regulates air pollution, water pollution, the use of wetlands and shorelines and the siting of hazardous waste facilities, power plants, and natural gas pipeline. • Manages more than 10,000 acres (40 km²) of state lands, including Florida State Parks and recreation areas, greenways, trails, wildlife management areas and restores the environmental quality of the Everglades. It DEP oversees the Florida Reef System, from Biscayne National Park in Miami-Dade County to the St. Lucie Inlet in Martin County, with its Coral Reef Conservation Program. • Surveys the state's geological resources, oversees the management of water resources by the water management districts, controls Invasive species, particularly aquatic plants, monitors the environmental quality of the state and oversees the reclamation of mined land.
Alabama Department of Conservation and Natural Resources	<ul style="list-style-type: none"> • Assesses and restores the ecosystems and studies of freshwater and marine fisheries, aquatic and terrestrial wildlife, imperiled species, and red tides. • Develops the information science required to analyze and disseminate research products and engages in outreach activities to complement all programs.
Alabama Department of Conservation and Natural Resources, Marine Police	<ul style="list-style-type: none"> • Manages and regulates the state's fish and wildlife resources, and enforces related laws. Officers are managers, researchers, support personnel, and perform law enforcement in the course of their duties.

State Police (with)	<ul style="list-style-type: none"> State Police in conjunction with the applicable marine division such as the Mississippi Department of Marine Resources, Florida Department of Fish and Wildlife (LE), Alabama Department of Conservation and Natural Resources, Marine Police Division or Georgia Department of Natural Resources Wildlife Resources Division will have concurrent jurisdiction over the coastal and inland state waters. Involvement will depend heavily on the nature and location of the incident.
County Sheriff Departments	<ul style="list-style-type: none"> Assist in investigations involving shore side facilities outside city limits. They generally maintain information on local threats and activities, assist in investigations, searches and pursuits in remote areas around applicable city. The departments often operate small watercraft.
City Police Departments	<ul style="list-style-type: none"> Assist in investigations and patrols shore side within the applicable city. They also provide traffic control, information on local threats and activities, dive teams and assist in apprehension and detention of suspects.
City Fire Departments	<ul style="list-style-type: none"> Provide shore side firefighting support at facilities and sites in the applicable city. They maintain evacuation plans for the city and employ HAZMAT teams.

3. Regional

Agency/Entity	Functions
Port Mobile	<p>www.asdd.com</p> <ul style="list-style-type: none"> See web link for most up to date information
Port of Gulfport	<p>www.shipmspa.com</p> <ul style="list-style-type: none"> See web link for most up to date information
Port of Pascagoula	<p>www.portofpascagoula.com</p> <ul style="list-style-type: none"> See web link for most up to date information
Port of Panama City	<p>www.panamacityportauthority.com</p> <ul style="list-style-type: none"> See web link for most up to date information
Port of Pensacola	<p>https://www.cityofpensacola.com/683/Port-of-Pensacola</p> <ul style="list-style-type: none"> See web link for most up to date information

4. Industry

Representative	Functions														
National Response Corporation	The world's largest commercial Oil Spill Response Organization, NRC is the global leader in providing end-to-end environmental, industrial and emergency response solutions. Through our international network of experienced experts and operating bases in 13 countries, NRC has a proven reputation for delivering cost-effective solutions anywhere around the world, under the most difficult conditions, with the highest commitment to safety and compliance.														
Marine Spill Response Corporation	MSRC offers response capability intended to help satisfy the following response planning requirements: <ul style="list-style-type: none"> • Aerial Observation • Average Most Probable Discharge (arranged as appropriate) • Maximum Most Probable Discharge • Worst Case Discharge • Shallow Water Response Capability • Shoreline Protection and Cleanup • Dispersants 														
Resolve Marine Group	Resolve Marine Group has met some of the biggest maritime challenges throughout the world to include marine salvage and wreck removal, emergency response, and maritime training. www.resolvemarine.com <ul style="list-style-type: none"> • See web link for most up to date information 														
Ardent	Specialists in Emergency Preparedness, Response, Wreck Removal and Offshore Decommissioning. www.ardentglobal.com <ul style="list-style-type: none"> • See web link for most up to date information 														
Sea Sub Systems	www.seasubsystems.com <ul style="list-style-type: none"> • See web link for most up to date information 														
Bosarge Diving Sea Tow Bisso Marine Co. Inc. Speciality Diving, Inc. Cal Dive International H.J. Merrihue Epic Divers, Inc.	<table border="0"> <tr> <td>Bosarge Diving</td> <td>www.bosargediving.com</td> </tr> <tr> <td>Sea Tow</td> <td>www.seatow.com/local/mobile</td> </tr> <tr> <td>Bisso Marine Co. Inc.</td> <td>www.bissomarine.com</td> </tr> <tr> <td>Speciality Diving, Inc.</td> <td>www.sdive.com</td> </tr> <tr> <td>Cal Dive International</td> <td>www.phx.xorporate-ir.net</td> </tr> <tr> <td>H.J. Merrihue</td> <td>https://hjmerrihue.com</td> </tr> <tr> <td>Epic Divers, Inc.</td> <td>www.epiccompanies.com</td> </tr> </table> <ul style="list-style-type: none"> • See web link for most up to date information 	Bosarge Diving	www.bosargediving.com	Sea Tow	www.seatow.com/local/mobile	Bisso Marine Co. Inc.	www.bissomarine.com	Speciality Diving, Inc.	www.sdive.com	Cal Dive International	www.phx.xorporate-ir.net	H.J. Merrihue	https://hjmerrihue.com	Epic Divers, Inc.	www.epiccompanies.com
Bosarge Diving	www.bosargediving.com														
Sea Tow	www.seatow.com/local/mobile														
Bisso Marine Co. Inc.	www.bissomarine.com														
Speciality Diving, Inc.	www.sdive.com														
Cal Dive International	www.phx.xorporate-ir.net														
H.J. Merrihue	https://hjmerrihue.com														
Epic Divers, Inc.	www.epiccompanies.com														

J. PLANNING ASSUMPTIONS: The following list of assumptions apply to the MTSRP:

1. The MTSRP was developed for response to a Type 3 or smaller incident as described in reference (y).
2. The threat of a TSI resulting in an increased MARSEC Level and associated security measures may require coordinated recovery actions among stakeholders to restore the flow of commerce.
3. With the exception of severe weather, most MTS disruptions will occur with little or no warning.
4. Cargo diversions from areas impacted by large-scale MTS disruptions will require surge management and increased safety and security measures.
5. Large-scale cargo diversions may require reallocation of federal resources and regulatory waivers to support reestablishment of trade.
6. A catastrophic event may seriously degrade local USCG capabilities and require large-scale support from resources outside the affected area.
7. If USCG facilities are adversely affected, COTP Mobile, AL will implement their Continuity of Operations Plan and will relocate operations as directed by that plan.
8. A MTS disruption may have regional and national implications.
9. An incident of any nature may adversely affect the MTS.
10. Other contingency plans may be executed in conjunction with the MTSRP.
11. The discharge or potential discharge of oil or release of a hazardous substance may impede recovery.
12. USCG missions will be conducted at normal operating levels during recovery.
13. USCG Reservists may be recalled to active duty to meet contingency operational requirements.

K. KEY TERMS AND DEFINITIONS:

1. **All Hazards** – A threat or an incident, natural or manmade, that warrants action to protect life, property, the environment, and public health or safety, and to minimize disruptions of government, social, or economic activities. It includes natural disasters, cyber incidents, industrial accidents, pandemics, acts of terrorism, sabotage, and destructive criminal activity targeting critical infrastructure.

2. **Business Continuity** – The ability of an organization to ensure that critical business functions will be available to customers and suppliers before, during, and after a disaster. Business Continuity should not be confused with disaster recovery.
3. **Common Assessment and Reporting Tool (CART)** – CART is a USCG database designed to collect maritime Essential Elements of Information data and communicate their status after a transportation disruption. CART is used to provide a consistent, nationwide method for timely documentation, tracking, and communication of MTS status, minimizing the administrative and performance burden on field commanders, and satisfying USCG and incident management information needs and requirements.
4. **Critical Infrastructure** – Systems, assets, and networks, whether physical or virtual, so vital that the incapacitation or destruction would have a debilitating impact on the security, economy, public health or safety, environment, or any combination of these matters, across any federal, state, regional, territorial, or local jurisdiction. DHS has identified 16 Critical Infrastructure sectors.
5. **Emergency Support Function (ESF)-1 Transportation** – ESF-1 provides DHS with a single point to obtain key transportation-related information, planning, and emergency management, including prevention, preparedness, response, recovery, and mitigation capabilities at the headquarters, regional, state, and local levels. The ESF-1 structure integrates DOT and support agency capabilities and resources into the *National Response Framework (NRF)* and the *National Incident Management System (NIMS)*. Initial response activities that ESF-1 conducts during emergencies include the following:
 - a. Monitoring and reporting the status of and damage to the transportation system and infrastructure;
 - b. Identifying temporary alternative transportation solutions to be implemented by others when primary systems or routes are unavailable or overwhelmed;
 - c. Implementing appropriate air traffic and airspace management measures; and
 - d. Coordinating the issuance of regulatory waivers and exemptions.
6. **Essential Element of Information (EEI)** – Quantitative and objective information that will be used to ascertain, communicate, and track the status of MTS infrastructure and activity. The information will also be used to complete status report templates. These templates are designed to facilitate the collection and dissemination of consistent information regarding the status of the MTS during and following an incident.
7. **Interdependency** – Mutually reliant relationship between entities (objects, individuals, or groups). The degree of interdependency does not need to be equal in both directions.
8. **Jones Act Waivers** – The Merchant Marine Act of 1920 (Jones Act), 46 U.S.C. § 55102, requires that all merchandise transported by water between U.S. points be carried on U.S. flagged ships. Waivers of this requirement are granted by the Secretary of Homeland Security. Requests for waivers can be made at JonesActWaiverRequest@cbp.dhs.gov.

Further information on waivers can be found at <https://www.cbp.gov/trade/jones-act-waiver-request>.

9. **Key Resource** – Public or privately controlled resources essential to the minimal operations of the economy and government.
10. **Marine Transportation System (MTS)** – The MTS consists of navigable waterways, ports, and intermodal landside connections that allow the various modes of transportations to move people and goods to, from, and on the water as part of the overall global supply chain or domestic commercial operations. The MTS also includes vessels, port facilities, and intermodal connections and users, including crew, passengers, and workers.
11. **Maritime Transportation System Recovery Support Cell (MTRSC)** – MTRSCs are Coast Guard personnel at a district, area, or headquarters unit that support the flow of information from the MTSRU to other elements of Coast Guard, DHS, and maritime industry during the response to and recovery from a disruption of the MTS. These cells are not normally augmented by other agency or industry personnel.
12. **Marine Transportation System Recovery Unit (MTRU)** – An Incident Command System (ICS) planning function which is established and staffed for incidents that significantly disrupts the MTS. This unit is primarily staffed by government personnel and may be augmented by local marine industry experts.
13. **Maritime Critical Infrastructure and Key Resources (CI/KR)** – The CI/KR specific to or connected to the maritime environment includes ports, waterways, military facilities, nuclear power plants, locks, oil refineries, levees, passenger terminals, fuel tanks, pipelines, chemical plants, tunnels, cargo terminals, and bridges that are essential to the effective operation of the MTS.
14. **Maritime Domain** – The National Strategy for Maritime Security (NSMS) defines the maritime domain as all areas and things of, on, under, relating to, adjacent to, or bordering on a sea, ocean, or other navigable waterway, including all maritime-related activities, infrastructure, people, cargo, and vessels and other conveyances. The maritime domain for the United States includes the Great Lakes and all navigable inland waterways, such as the Western Rivers and the Intracoastal Waterway.
15. **National Defense Reserve Fleet (NDRF)** – The National Defense Reserve Fleet is comprised of ships owned and maintained by MARAD. The Fleet serves as a reserve of ships for national defense and national emergencies and includes a sub-set of ships in the Ready Reserve Force. Training ships can be requested and mobilized to support the berthing and feeding of responders and support personnel during incidents.
16. **National Response Framework (NRF)** – The NRF is a guide to how the nation conducts all-hazards response. It is built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the nation, linking all

levels of government, nongovernmental organizations, and the private sector. Under the NRF, ESFs provide the structure for coordinating Federal interagency support for a Federal response to an incident. The Department of Transportation is the lead and primary coordinating agency for ESF-1 (Transportation) with the support of 10 partner agencies.

17. **Port Coordination Team (PCT)** - The Sector Mobile Port Coordination Team is a functional team comprised of members from Sector Mobile waterways management, USACE and industry representatives from the ports of Gulfport, Pascagoula, Mobile, Pensacola and Panama City. Following a disruption the PCT convenes or activates to facilitate communication between industry and Sector and contributes to the development of MTS recovery recommendations.
18. **Preparedness** – Activities necessary to build, sustain, and improve readiness capabilities to prevent, protect against, respond to, and recover from natural or manmade incidents. Preparedness is a continuous process involving efforts at all levels of government and between government and the private sector and nongovernmental organizations to identify threats, determine vulnerabilities, and identify required resources to prevent, respond to, and recover from major incidents.
19. **Ready Reserve Force (RRF)** – The RRF includes fast sealift ships, roll-on/roll-off ships, heavy lift ships, crane ships and government-owned tankers. RRF vessels are suitable for handling outsize or project cargo as well as dual-use or military equipment including large vehicles, trailered vehicles, watercraft, and aircraft. For contingencies, RRF vessels may fulfill a U.S. commercial market shortage of Roll-On/Roll-Off (RO/RO) vessels. RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status.
20. **Resilience** – The capability of an asset, system, or network to maintain its function during or following a terrorist attack, natural disaster, or other incident.
21. **Response** – Activities that address the short-term, direct effects of an incident, including immediate actions to save lives, protect property, and meet basic human needs. Response also includes the execution of emergency operations plans and incident mitigation activities.
22. **Recovery:**
 - a. **Short-Term Recovery** – That period where impacted infrastructure and supporting activities within the incident have been returned to service and are capable of operations or service at some level. Initial activities, policies, or mitigation strategies aimed at initial recovery are considered to be achievable within 90 days or less.
 - b. **Long-Term Recovery** – That period in which infrastructure and supporting activities have been returned to pre-incident conditions or service or have the capacity or capability to operate or provide service at pre-incident levels. Activities, policies, or mitigation strategies aimed at long-term recovery may take longer than 90 days.

23. **Restoration** – The level or degree to which recovery efforts are capable of returning the MTS to pre-incident capacity. Measurement is based upon industry potential movement of cargoes.
24. **System Stabilization** – The process by which the immediate impacts of an incident on community systems are managed and contained. As adapted and used by the USCG for MTSR activities and measures needed to stabilize critical MTS infrastructure functions following a transportation disruption to minimize health, safety, environmental, and maritime security threats when necessary; and to efficiently restore and revitalize systems and services essential to maritime supply chain support for communities and critical infrastructure sectors.
25. **Sector-Specific Agency (SSA)** – Federal departments and agencies identified in Homeland Security Presidential Directive 7 (HSPD-7) as responsible for CI/KR protection activities in specified CI/KR sectors. The USCG is the sector-specific agency for maritime transportation.
26. **Steady State** – The posture for routine, normal, day-to-day operations as contrasted with temporary periods of heightened alert or real-time response to threats and/or incidents.
27. **Transportation Disruption** – Any significant delay, interruption, or stoppage in the flow of trade caused by a natural disaster, heightened threat level, act of terrorism or any transportation security incident.
28. **Transportation Security Incident (TSI)** – A security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area. (33 C.F.R. § 101.105).

TAB A: LOCAL MTS FACT SHEET

The MTS

The Marine Transportation System (MTS) in the Mobile COTP Zone consists of waterways, ports, and intermodal landside connections that allow the various modes of transportation to move people and goods to, from, and on the water.

Important Facts

- **Port of Mobile** is ranked as the 11th largest port in the 2016 tonnage reports, 13th in TEUs, and 13th in dry bulk, and 12th in freight related vessel calls. It is the third most populous city in Alabama. There is one cruise ship that operates out of the Alabama Cruise Terminal (ACT), which has operations with Carnival CS Fantasy.
- The economic impact for the Mobile area is over 124, 328 direct and indirect jobs, with well over \$459 million in tax impacts and economic values of over \$19.4 billion. The ports private terminals generate another 25,100 direct and indirect jobs, and more than \$3.4 billion in economic value.
- **Port of Gulfport** is the second largest seaport in the state of Mississippi and is located in Harrison County MS. It is a bulk, break-bulk and container seaport, which encompasses over 280 acres, has nearly 6,000 feet of berthing space and averages well over 2 million tons of cargo a year.
- The largest economic base in the greater Gulfport and Biloxi area is the tourism industry. The predominant attractions are the 11 casinos and local Gulf beaches, which draw an estimated 12 million visitors annually. The area also includes two military installations in the Gulfport/Biloxi area, Keesler Air Force Base (Biloxi), and the US Navy Construction Battalion Center, Gulfport.
- **Port of Pascagoula** is the largest seaport in the state of Mississippi and is located in Jackson County MS.
- **Port of Panama City** is located on St. Andrews Bay/West Bay. It is part of the tri-city area that includes Panama City, Panama City Beach, and Lynn Haven Metropolitan Statistical Area (MSA) which includes all of Bay County.
- It is one of 14 deep water ports in FL current industries are: steel pipe manufacturing, flexible steel pipe manufacturing, umbilical pipe manufacturing, aggregate products, molasses, pipe and shipping. The port does not store dangerous or hazardous cargoes. The port of Panama City has six (6) deep water berths
- **Port of Pensacola** lies 110 miles WNW of Cape San Blas and 125 miles NE of South Pass, Mississippi River. The bay, about 12.5 miles in length, has depths of 20 to 50 feet, and affords excellent shelter and anchorage; it is frequently used as a harbor of refuge. The port has eight berths ranging in depth from 16 to 33 feet.

Marine Transportation System CART Executive Summary

Port/Incident Area Summary

Incident

Summary: Michael is a category 1 hurricane with winds of 90 mph moving north-northwest @ 12 mph. Forecast computer models continue in good agreement bringing the center of Hurricane Michael into the Florida panhandle to the west of Apalachicola during the day Wednesday. Storm surge potential will be the greatest threat to the west-central Florida coast.

Report Summaries

Hurricane to intensify to CAT 4 as it hits landfall. All remains same from previous day as stated below:

MSIB-29-18 has been issued for COTP Sector Mobile AOR:

GICWW is NORMAL and OPEN

Port of Gulfport is NORMAL and OPEN

Port of Pascagoula is NORMAL and OPEN

Port of Mobile is NORMAL and OPEN

Port of Panama City NORMAL-OPEN with restrictions: Daylight operations only.

Port of Pensacola is NORMAL - OPEN

No major waterways, critical ATON w/in AOR expected to be impacted. No disruption of significant elements of MTS expected.

MTS Impact

Currently all ATON in northern AOR that could be affected are not critical ATON.

MTS Recovery Actions

Port Assessment Teams expected to conduct the following verifications on 10/18/2018:

- 1) Port of Panama City: Conduct port and vessel assessments
- 2) Port of Gulfport: Conduct port and vessel assessments
- 3) Port of Pascagoula: Conduct port and vessel assessments
- 4) Port of Mobile: Conduct port and vessel assessments
- 5) Port of Pensacola: Conduct port and vessel assessments

Flights Scheduled for Assessments Tomorrow:

02- MH-60s 1515 and 1530

HC-130 1500

Chevron has reported it is unable to transfer or receive product at this time. Chevron has suffered significant damage to the electrical system requiring a complete overhaul.

NOAA has two teams standing by if needed w/ multibeam and side scan sonar. Teams will be riding out the storm in Stennis Space Center, MS and Ferdinand Beach, FL.

USACOE-1 team @ CG Station Mobile; 4 teams in Irvington, AL; 4 teams in Panama City, FL

Vessels in Queue

Carnival CS Fantasy /Cruise Ship/ETA 0700 10/19/2018/ETD 1600

SECTION 2: PLANNING AND PREPAREDNESS

- A. PURPOSE:** Emergencies evolve rapidly and become too complex for effective improvisation, therefore, a successful response can only be achieved by planning and preparing beforehand. Pre-identifying priorities, levels of performance, and capability requirements allows for the assessment of present state capabilities, vulnerabilities, and mitigating strategies.

Planning and preparedness includes establishing priorities, identifying expected levels of performance, determining capability requirements, providing the standard for assessing capabilities, helping stakeholders learn their roles/responsibilities, and building stakeholders' relationships. Accordingly, these planning and preparedness activities and measures are crucial to operational success and should not be improvised or handled on an ad hoc basis.

The physical characteristics of the COTP Zone's AOR and the general description of its MTS are described in Section 1.D. This section, however, focuses on the Port Areas that make up the COTP Zone and describes the port's general priorities. The process of prioritizing port operations provides the initial planning outlook. It should identify key infrastructure, operations, and linkages within each port. The end product will assist the COTP/FMSC in triaging the state of the MTS following an incident.

The planning elements listed in this section require input from stakeholders to ensure accuracy:

1. Clarify stakeholders' roles, responsibilities and coordination,
2. Pre-establish MTSRU membership via Sector WQSB and port stakeholders,
3. Identify incident response facility locations in conjunction with Sector COOP locations,
4. Conduct training and exercises in conjunction with scheduled training, and
5. Determine the decision points for transitioning from a Type 3 incident to a Type 1 or Type 2 incident as defined in reference (y).

B. NORMAL PORT OPERATIONS: In order to facilitate the recovery of the MTS or restore the basic functionality of the port after a major disruption, it is necessary to know and understand the port's critical infrastructure and operations including the intermodal dependencies required to support commerce.

C. STAKEHOLDER COORDINATION: MTS Recovery Planning Coordination – Advanced planning and preparedness requires the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagements with stakeholder groups are vital to advance preparation and effective incident response and recovery. The MTSRU is a member of pre-established workgroups that include members throughout the area's commercial maritime industry, such as the Harbor Safety Committee and Port Heavy Weather Advisory Group (PHWAG).

D. PRE-ESTABLISHED MTSRU:

1. **MTSRU Staffing** The MTSRU will be staffed initially per the WQSB, and will include personnel from Sector Waterfront Facilities, Waterways Management and Port State Control Divisions. Coordinate MTSRU subject matter expert, advisory, and staffing support needs with existing bodies including Area Committees and AMSCs. Additional expertise will be solicited from District and LANTAREA to augment as required by the scope and duration of the incident. Designated members/stakeholders from the maritime community will contribute through the Port Coordination Team. THE MTSRU may consist of representatives from:
 - a. USCG MTSRU Leader and other personnel with CART experience. Sector Mobile also relies on other members from the Operations Section, Port Operations Branch i.e. Waterways Management, Port State Control, Facilities Inspectors, and ATON.
 - b. U.S. Army Corps of Engineers
 - c. National Oceanic and Atmospheric Administration
 - d. Pilot Services
 - e. Gulf Intracoastal Canal Association (GICA)

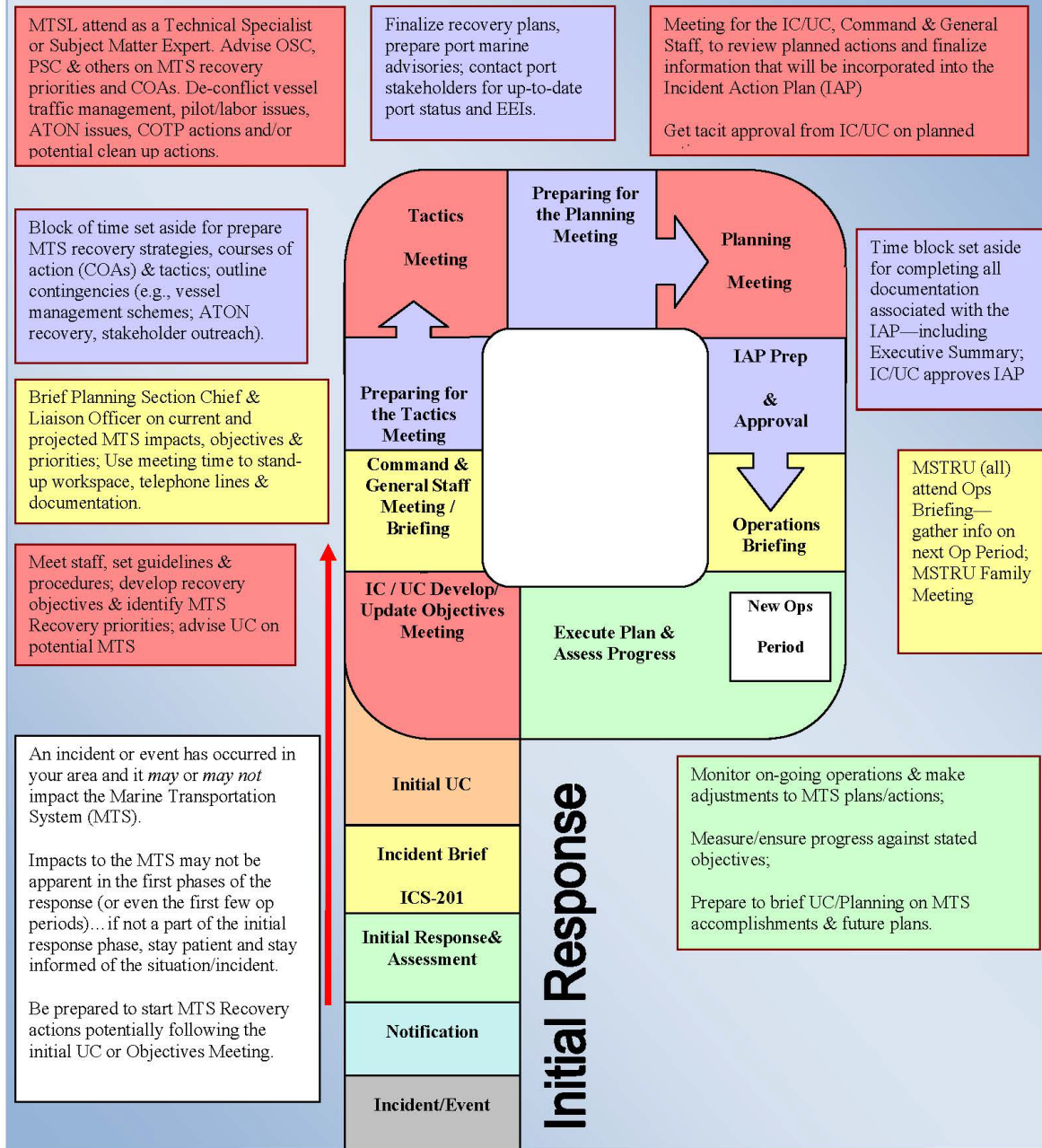
The success of the MTSRU depends on having an adequate number of qualified members. Each incident type or location may require members with different skill sets. Nonetheless, a baseline of qualified members shall be established to exercise MSTRU objectives that will enhance capability.

2. USCG MTSRU personnel shall be familiar with MTS Recovery policies, procedures, and EEIs. The initial USCG representatives shall be MTSL3 qualified and be prepared for rapid activation to establish a MTSRU.
3. Section 2.F. (training) outlines the recommended training levels for MTSRU personnel.

E. MTSRU RESPONSIBILITIES (see reference (u)):

1. Track, document, and report MTS status in the CART,
2. Understand critical recovery pathways,
3. Recommend courses of action,
4. Provide pertinent MTS stakeholders a communication channel to the Incident/Unified Command (IC/UC),
5. Provide IC/UC with recommended priorities for cargo flow resumption and vessel movement, and
6. Identify long-term recovery issues and needs.
7. Understand the MTS Recovery Unit Planning “P”

Annex 9 The MTS Recovery Unit Planning "P"



F. TRAINING:

1. Training Requirements for CG Personnel

- a. **MTSRU Leaders (MTSL):** The MTSRU Leader will be trained to meet the USCG Performance Qualification Standard and complete ICS-100, ICS-200, ICS-300, and the MTSL3 PQS Workbook. The MTSRU leader shall be proficient using CART.

(ICS Position PQS Workbooks can be downloaded from USCG's Homeport site at <https://homeport.uscg.mil/Lists/Content/DispForm.aspx?&ID=3034&Source=https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/training-and-certification>. ICS-100 and ICS-200 are available on the internet at no cost through FEMA at <http://training.fema.gov/is/crslist.asp>.)

- b. **MTSRU Members:** Members should be familiar with port facilities, vessels and/or waterways management functions. They should be proficient using CART.
- c. All MTSRU members shall be familiar with the MTSRP.
- d. USCG unit personnel engaged in incident response (including ICS Section Chiefs and Command Staff, Situation Unit Leaders, Emergency Preparedness Liaison Officer) will be familiar with this Plan.

G. MTSRU RESOURCES

1. Maritime Transportation Unit Leader Job Aid

<https://homeport.uscg.mil/Lists/Content/Attachments/2916/MTSL%20Job%20Aid%208-08.pdf>

2. Common Assessment Reporting Tool User Guide

http://portalcip.org/wp-content/uploads/2017/05/CART-2_0-User-Guide.pdf

H. ICP/IMT LOCATIONS AND EQUIPMENT:

1. **MTSRU Work Space** The MTSRU should remain near the Incident Command Post. This provides a better communication network with other incident command sections or units and reduces the cost of added logistics.
2. **MTSRU "Go kits" Equipment** COTP Mobile, AL will maintain a "go kit" with the following equipment to support a response to an all threats, all hazard event. Supplies will be in sufficient quantity to allow the MTSRU to function for at least 48 hours

without re-supply. Once the Logistics Section is established, the MTSRU can order new supplies through the incident organization.

- a. Non-Standard Laptops: Already issued to MTSL/Deputy MTSL. The laptop should include MS Word/Access/PowerPoint and have wireless capability. If additional laptops are available note the number and location. Non-standard laptops shall be upgraded as required.
- b. Copies of plans, charts, maps, policy, procedures and protocols (electronic and paper)
- c. Reference binder contains hard copies of all reference documents/procedures/ policies
- d. General office supplies to support anticipated unit members.

I. TYPE 1 AND TYPE 2 EVENT CONSIDERATIONS:

1. **Concept** This MTSRP is based on requirements for a Type 3 incident response. When an incident extends beyond the capabilities of local control and assets it may be classified as a Type 1 or 2 event. An incident management organization may expand and positions merge into larger sections. It is imperative that the MTSRU be flexible in response to an organizational shift. When a shift occurs, there will likely be considerable oversight and external management of certain functions, priorities, and/or expectations of the MTSRU and trade resumption efforts in the affected area.
2. **Request for Forces (RFF)** Based on the complexity of the incident and the response organization requirements, the MTSRU Leader may require additional resources to support the expanding roles and responsibilities. Should the MTSRU identify need for additional personnel, the established process for the RFF should be used. The RFF should specify what skill set is needed, such as SME in MTS recovery, MTSL3 qualified, or experienced CART user, etc. The District and Area Commands will assist in sourcing the requests.
3. **MTS Recovery Trade Resumption** The requirement to understand critical trade resumption needs and how recovery operations may affect resumption of trade in the region is important during Type 1 or Type 2 events. MTS Recovery and resumption of trade requires coordination with land transportation modes such as the highway, rail, and pipelines. The ability to land relief supplies or necessary commodities ashore is of limited utility if there is no means of transporting and distributing the commodities to locations ashore where they are needed. The planning and execution of intermodal commodity movement in the aftermath of a catastrophic event is an Emergency Support Function (ESF) -1 (Transportation) mission under the National Response Framework.
4. **Incident Management Structure** ESF Support: In a Type 1 or 2 Incident, county and State Emergency Operations Centers (EOCs), FEMA Regional Response Coordination Centers (RRCCs) or Joint Field Offices (JFO), and the National Response Coordination Center (NRCC) will be stood up and fully staffed. Most if not all ESFs will be manned. It is essential for the USCG to provide MTS Recovery SMEs to these organizations. These MTS Recovery SMEs are a direct link to other ESFs at the Federal, State and Local levels. The SMEs can deliver MTS status reports, coordinate emergency supply

distribution routes with port opening efforts, and have open communication up and down the chain. The SMEs are critical to ensure seamless communication flow between the Incident/Unified Command, the State/County EOCs, and the Federal incident management.

MTSR SMEs from outside the affected area may populate the NRCC, RRCC and the JFO; the Sector MTSRU personnel, if available, should help staff the State EOC ESF-1 desk. Local knowledge of port infrastructure and operations are critical at the local level of the incident management/response. To support success of the recovery effort the Sector MTSRU should develop and maintain a strong working relationship with the State's DOT ESF-1 representatives.

5. **Operational Committees and Task Forces** An incident may require the activation of various operational units or taskforces within and outside the command structure. The MTSRU Leader should identify such groups and engage them where possible. They may include the Area Committee, Harbor Safety Committee, Port Readiness Committee, Port Coordination Team, and State DOT/ESF-1, etc.

SECTION 3: MTS RECOVERY MANAGEMENT

A. PURPOSE: This section outlines the process and procedures for the Incident Commander / Unified Command to ensure MTS Recovery objectives are met, providing effective management of MTS Recovery operations in an all-hazard framework. It also defines and describes short-term recovery priorities and the transition to long-term recovery. When an MTS event occurs there is a normal cycle to the incident management response. This cycle provides a pathway for the Planning and Operations Sections when considering strategies and tactics during incident management planning including key stakeholder involvement, execution of pre-identified priorities and procedures, and a seamless transition into a long-term restoration phase, when appropriate.

1. **Objective** Responses to all contingencies in the maritime domain must take into consideration the impacts of that response on the MTS. MTS Recovery achieves multiple objectives:

- a. Maintains open port concept,
- b. Mitigates impact on the MTS, trade, and the economy,
- c. Identifies resources, agencies involved, incident effects, and course of action for the recovery of maritime infrastructure,
- d. Prioritizes MTS Recovery operations,
- e. Identifies and prioritizes cargo streams,
- f. Coordinates with operational elements conducting salvage or marine debris removal operations, and
- g. Reports the status of the MTS through EEIs within CART.

B. PROCESS: MTS Recovery at the port level contributes to national goals and is guided by the policies and priorities of local and regional needs. COTP Mobile, AL will engage and activate key port stakeholders and government agencies to ensure short-term recovery is considered during operational planning, recovery operations, and hand-off to other agencies for long term recovery action. To accomplish this COTP Mobile, AL will follow this process:

1. **Recovery Task 1** Establishing the MTSRU

- a. The determination to establish the MTSRU is the responsibility of the Planning Section Chief (PSC) (or Incident Commander if there is no PSC) and will be based on factors including: the length of the interruption, scale of the interruption to the MTS, or MARSEC increases. Although all MTS disruption scenarios are different, and may require participation from myriad stakeholders, there are basic assumptions for each event. These assumptions include:
 1. Members have received appropriate training and have awareness of the priorities, procedures, and protocols of the plan.
 2. Members have pre-determined roles and responsibilities with the MTRSU.

Upon determination that the MTSRU will be activated, the PSC, or appropriate Command and General Staff, will notify the MTSRU Leader and provide initial direction. This is vital to establishing a sound foundation of MTS Recovery reporting and should include at a minimum:

1. Direction to activate the full or parts of the MTSRU,
 2. Estimate the duration of activation days,
 3. Location of Incident Command Post and MTSRU,
 4. Expectation for the MTSRU to be functional (stood up and operational),
 5. Expectation for stakeholder notification,
 6. Brief description of the disruption with copy of ICS-201 if possible,
 7. Incident Commander (IC) current objectives of the basic MTSRU Objectives, if established, and
 8. Expectation to attend the planning meeting at a location and time designated by the Incident Commander.
 9. ACOE will begin holding Port Restoration calls 72 hours out and will be held AM daily.
 10. Port Coordination Teams (PCT) will begin holding conference calls 72 hours out and will be held PM daily.
- b. The MTSRU will be established under the Planning Section as shown on page 8-1 of the Incident Management Handbook (IMH). As the Incident Command System is flexible and scalable, the MTSRU may be placed in other ICS positions to satisfy unique needs of the IC/UC. Moving the MTSRU to another ICS position should only be done when critically required to address unique elements in the recovery operation. MTS Recovery requirements will be addressed during the Incident Action Plan development cycle no matter the location of the MTS Recovery Unit within the organization.
- c. There are fundamental considerations that are essential to the MTSRU establishment process. See page 8-13 of IMH for expanded checklist of MTSRU Activities.
- d. MTSRUs will be established in a location that will provide sufficient space, access, and functionality to support the management of MTS Recovery Planning and Reporting

The location(s) of the MTSRU are listed below:

The MTSRU will be present wherever the Incident Management Team (IMT) is located. Refer to the Sector COOP plan if the IMT is stood up outside of Sector property. The primary address is 1500 15th St Mobile AL 36615.

The standard MTSRU footprint within the Incident/Unified Command will greatly vary from location to location as each space is different. Follow the standard ICS structure if in question.

- e. Standard MTSRU go-kits or ICS MTSRU kits are located at the Prevention Office.

f. COTP Mobile, AL will activate its USCG personnel using the process and protocols outlined below:

1. USCG personnel notification: A Crisis IMT is always on call and it will be this team in consultation with Sector Department Heads will make the recommendation to the Sector Command to stand up the IMT. A CG-PAAS notification will then be sent to all Sector personnel informing them of the location of the IMT
2. MSTRU will utilize Sector severe weather, port severe weather and IMT checklists that can be found on Sector Mobile’s home page on CGportal.

2. **Recovery Task 2** Obtaining Situational Awareness

MSTRU personnel will obtain overall situational awareness of the MTS, the impacted area, and any area that could be potentially impacted from a variety of sources like the port assessment teams, agency representatives, news media, local first responders, local port authorities, shipping companies, shipping agents and pilots associations. This will require outreach to different sections or units within the Incident/Unified Command as well as industry. All MSTRU personnel will:

- a. Receive initial briefing on the incident from the MTSL, SITU, PSC, or Command Duty Officer. Review current ICS-201 and/or IAP for overview of command objectives and current operations. Review the COTP Mobile, AL MTSRP’s pre-established processes, procedures, and priorities. This is a critical step in gaining situational awareness.
- b. Determine which EEI category(s) have been impacted.

Waterways & Navigation Systems	Port Area Critical Infrastructure	Port Area Vessels	Offshore Energy	Monitoring Systems
---------------------------------------------------	--------------------------------------------------	------------------------------	----------------------------	-------------------------------

- c. Recommend to Operations Section the critical infrastructure and waterways to conduct port assessments to identify potential MTS impacts.
- d. Identify potential resources that may be deployed along with their application:
 1. Pollution responders
 2. Facility inspectors
 3. Vessel inspectors
 4. Cutters/station boats/ATON boats
 5. AIRSTA assets

- e. Conduct outreach to port partners and maritime stakeholders to determine the status of the MTS, including commercial vessel traffic. Utilize the Tampa Bay Pilots and the Cooperative Vessel Traffic Service (CVTS).

Example checklist:

- ✓ Convene information sharing meeting with port partners and stakeholders as appropriate
- ✓ Provide a situation brief/update
- ✓ Identify any port security concerns
- ✓ Identify any additional MTS restrictions
- ✓ Identify vessel queue and anchorage status
- ✓ Identify information distribution requirements
- ✓ Identify meeting schedule for future port partners briefs

- f. Compare the status reports from field assessment teams and information from port partners against the CART baseline data. Open and create an event in CART and input initial information. Ensure port and harbor status information (Open, Open with Restrictions, Closed) is updated on the unit's Homeport page with any amplifying information.

Ensure CART is being updated in accordance with Sector, District, or Area designated timelines.

- g. In coordination with the Situation Unit Leader, develop/update incident command post situational display. Utilize CART GIS overlays, CART Executive Summary ICS-209, and photos of infrastructure damages. Maps, charts, and status boards will greatly aid situational awareness of MTSRU members as well as other members of the IC/UC organization.

3. **Recovery Task 3** Determine Impact to the MTS and Develop Courses of Action

MTS recovery recommendations are provided to the Incident Commander from the MTSL. Determining how to prioritize the recovery of waterways, facilities, and the flow of cargo in the region will be a significant and long running task of the MTSRU. The priorities of the Unified Command regarding opening waterways and supporting infrastructure may impact local and national economies as well as the national defense posture and other regional recovery efforts. These decisions may also be influenced by the impact to international commerce.

When assessing the impact of the MTS and developing associated courses of actions (COAs), the following should be considered:

- a. Determine the extent of the disruptions to the MTS. After assessing the status of the baseline EEIs, identify the impacts to cargo flow, vessel movement, critical infrastructure and waterways according to the priorities.

b. Determine priorities. Many factors could amplify, modify, or reprioritize these lists both before and during an incident. Incident specific infrastructure recovery priorities must be communicated to the Operations Section of the IC/UC. The following information on cargo, infrastructure and vessel priorities will assist in this development.

1. Cargo Priorities. For the purpose of advance planning, guidelines for understanding potential national level needs and priorities have been established in a joint protocol developed by USCG and Customs & Border Protection. These priorities are in order:
 - a. National response supplies
 - b. National recovery supplies
 - c. National defense materials
 - d. Other national priority cargo
 - e. Local response supplies
 - f. Local recovery supplies
 - g. Local fuels and energy cargo
 - h. Local consumption food
 - i. Other local priority cargo
 - j. All other cargo
2. Infrastructure Recovery Priorities. Local pre-incident infrastructure recovery priorities have been developed with input from local industry and agency stakeholders. MTSRU should develop a list of infrastructure priorities based on extent of impact.
3. Vessel movement. When developing vessel movement priorities, the MTSRU should consult with the CVTS. If the CVTS is unavailable, then the MTSRU will take into account vessel characteristics (cargo, draft, height, port state, security restrictions, or stability issues), waterway restrictions (draft, air gap, visibility, sea state, tug and pilotage requirements), as well as facility restrictions (berth availability, power, and security).

The MTSRU may use the Vessel Movement Committee to score arriving, departing, and shifting vessels. After evaluating the results, the MTSRU will provide recommended vessel queue priorities to the Incident/Unified Command.

c. Identify industry solutions. Industry will make decisions on the movement of their cargo and the operations of their facilities. This may include automatic rerouting of cargo vessels to ports outside the incident area or the use of trade alliances to offload cargo at a competitor's terminal. Industry SMEs in the MTSRU will have access to this information. The MTSRU leader or designated representative should be prepared to report on vessel or cargo diversions.

4. **Recovery Task 4** MTS Status Reporting

The primary mission of the MTSRU is to provide accurate and timely status reporting of the MTS and effectiveness of the operations. Status reporting will be done through the CART in accordance with USCG policy.

CART is the primary MTS recovery communication tool within the USCG. In addition to internal reporting through CART, there are external communication nodes that the MTSRU will be required to maintain and validate for accuracy. These include Homeport and the Homeland Security Information Network (HSIN), if utilized for response communications. COTP Mobile, AL will ensure the internal and external MTS Status Reporting expectations are met.

a. **Internal Communications:** CART is the mandated tool for MTS status reporting. CART provides all levels of the organization the ability to quickly access key recovery process measurements and information in the form of an Executive Summary/MTS Status Report. The executive summary provides senior managers and other appropriate incident management groups with the following:

1. Description(s) of the MTS in the impacted area,
2. Recovery actions by the IC/UC,
3. Summary description of the impact of the incident on the MTS,
4. Summary of condition and impact to each of the EEIs appropriate for the incident,
5. Vessels in the queue,
6. Future plans to facilitate MTS Recovery and resumption of commerce, and
7. Intermodal impacts and considerations. Refer to Table 1 for template.

The data integrity standards in the CART User Guide will be strictly followed. The MTSRU will provide MTS status specific information during all phases of the planning cycle. Table 1 provides recommended information elements to insert during critical stages of Incident Action Plan development.

b. **External Communications:** MTS Stakeholders do not have access to CART for real-time status reporting. The MTSRU will leverage the external outreach capabilities of Homeport and HSIN to communicate critical MTS Status information and operational restriction updates to an unlimited number of users. Examples of stakeholder information that should be displayed in Homeport include:

1. **Port Status:** COTP Mobile, AL will use a Port Community Information Bulletin (PCIB) to notify the port entities of changes in the port status. The PCIB is posted to Homeport. Homeport and the Alert Warning System (AWS) will be used to notify MTS stakeholders of any change in the port status and amplifying information. This will be maintained real-time by a combination of personnel working in the Sector Command Center or within the Port Operations Branch

within the Operations Section. The MTSRU will monitor this closely when expected changes occur and require adjustment in Homeport.

2. Operational Restrictions: As appropriate, Marine Safety Information Bulletins (MSIB); Broadcast Notice to Mariners; or other documents describing operational restrictions of the MTS will also be posted in Homeport. COTP Mobile, AL will ensure that appropriate operationally *restricting* information will be uploaded to HOMEPORT.
 3. Critical Cargo Management Information: CBP provides for real-time critical trade messaging via their website <https://www.cbp.gov/newsroom>. This information provides the status of CBP capabilities to manage cargo flow within the affected AOR, future plans and alternative procedures. This site will be provided to stakeholders via CBP.
 4. Currency and Accuracy: Homeport will be reviewed daily to ensure the most current information is available to Port Stakeholders and that information is accurate.
- c. Reporting Standards: COTP Mobile, AL will adhere to the Data Integrity Standards described in the CART User Guide. The following basic reporting standards are not clearly described in policy, but will be implemented as a best-practice for MTS Status Reporting:
1. Baseline: The PSC or MTSL will determine if the entire baseline of all EEIs will be entered into the event or only the impacted EEIs. If all EEIs are not entered into the event COTP Mobile, AL will clearly note this in the Event Summary. Not including the full baseline will alter the Baseline % displayed.
 2. Status: The designation of Fully Available (**FA**); Partially Available (**PA**); or Not Available (**NA**) will be made in accordance with AREA Policy and the Data Integrity Standards. When the designation is PA or NA, comments will be added in the EEI as well as the Summary Table. This information is critical to understanding impacts to individual EEIs as well as the aggregate impact on the EEI categories themselves along with potential local, regional, or national level impacts.
 3. EEI Comments: As noted above, comments shall be included when status designations are PA or NA. Comments should be brief but include information on the impacts of the disrupted EEI Categories at local thru national levels, anticipated repair dates in a MM/DD/YY format, and any other information determined to be significant to understanding the impact to the MTS.
 4. Report Summaries: The MTSL has the responsibility of reviewing the Report Summary entries prior to entering into CART. The Report Summaries should be reviewed for:

- a. Format
- b. Accuracy
- c. Spelling
- d. Currency
- e. Alignment with any other Public Messaging/Homeport or other internal-external MTS Status reporting source.

d. Alternative Reporting Process: In the event COTP Mobile, AL does not have access to CART or internet access is limited, the MTSRU will manually track EEI Status and any significant changes in MTS recovery actions or recovery plans using the templates provided in Table 1 to this section. The manually generated MTS Status tracking and reports will be archived and delivered to the Documentation Unit Leader (DOCL) at the conclusion of each operational period. Transmission of this information will be under the direction of the Situation Unit Leader, consistent with senior management communication requirements, and available means.

1. COTP Mobile, AL will maintain an export of all EEIs from CART in a separate spreadsheet to include EEI Name, Category, and Latitude/Longitude in a Decimal Degree format. See Appendix B.
2. Guidelines for reporting in the template will adhere to the COTP Mobile, AL Reporting Standards previously described.

Table 1: Alternative Reporting Template

EEI	Base	FA	PA	NA	Comment
Waterways and Navigation Systems					
Aids to Navigation					
Deep Draft Channel					
Non-Deep Draft Chan.					
Locks					
		Open	Investigation	Closed	
Vessel Salvage/Wrecks					EEI must be created for each Event.
Oil Pollution Incidents					EEI must be created for each Event.
HAZMAT Incidents					EEI must be created for each Event.
Port Area – MTS Essential Infrastructure					
Bridges					
Bulk Liquid Facilities					
Container Facilities					
Non-container Facilities					
Shipyards					
Pass/Ferry Terminals					
Port Area - Vessels					
Commercial Fishing					
Passenger and Ferries					
Small Passenger					
Gaming					
Barges					
Offshore Energy					
Offshore Platforms					
Offshore Production (liquid hydrocarbons)	Pre-incident bbl/day		Current bbl/day		
Offshore Production (natural gas)	Pre-incident mcf/day		Current mcf/day		
Offshore Renewable Energy Installations					
Monitoring Systems					
Monitoring Systems					

5. Recovery Task 5 Demobilize the MTSRU

Demobilization of the MTSRU is a critical element of the overall recovery mission. Restoration of the MTS to 100 percent of pre-incident functionality/productivity may be an unrealistic goal, and normally beyond the capability of the Incident/Unified Command. The MTSRU will establish a process for ensuring an orderly and effective transition into the long-term restoration of the MTS. The following guidelines will facilitate this transition and form the basis for the MTSRU Demobilization Report as required by LANTAREA or PACAREA Policy:

- a. Recognize when the MTSRU functions are winding down and develop a demobilization strategy.
- b. Identify and develop a list of issues or recovery actions that have not been completed and will need to be transition to long-term restoration.
- c. Determine a timeline for the transition to long-term restoration actions and the agency/stakeholder assigned.
- d. Recommend any legal, regulatory, or policy initiatives needed to address outstanding MTS Infrastructure issues or facilitate future MTS Recovery operations.
- e. List any stakeholder concerns regarding MTS Recovery and restoration issues.
- f. List and provide any MTS Recovery and restoration lessons learned to be included in the overall Incident After-Action Report (if required).

6. Recovery Task 6 Additional Tasking

As determined by the COTP Sector Mobile, AL.

SECTION 4: MTSRP MAINTENANCE

A. PURPOSE: This section discusses plan validation and update requirements. Lessons learned and recommended actions from training and exercises, as required by Appendix D, identify best practices and areas of needed improvement.

B. MTSRP VALIDATION:

1. Annual MTSRP Validation

- a. COTP Mobile, AL will evaluate the MTSRP annually for adequacy, accuracy, consistency, and completeness. The purpose of the review is to ensure that the plan incorporates changes based on policy, lessons learned, and changes to port operations.
- b. Annual validation will be completed prior to the initial planning phase of the MTS Recovery exercise. This will ensure that the MTS Recovery exercise scenario is developed using the most accurate information available. The MTS Recovery exercise and/or real world event can be used to validate any plan updates.
- c. Minor amendments or updates to the plan do not require formal review by District or Areas.

2. CART Validation

- a. CART is a critical element to support post-incident stabilization and short term recovery of the MTS.
- b. COTP Mobile, AL shall review all EEI data for accuracy annually, but no later than 31 May.
- c. Each EEI has data integrity standards that provide uniformity to report current status and potential consequences from the event. COTP Mobile, AL will use MTSR EEI Form (CG-11410) to capture the necessary information. (See Appendix B)

C. MTSRP UPDATES:

1. Five Year Review and Approval of MTSRP

- a. COTP Mobile, AL will conduct a formal detailed review of the MTSRP every five years. The review will focus on policy changes, and identified best practices and lessons learned. In review, the following documents must be considered:
 1. After Action Reports and recommendations from MTS/Port Recovery exercises,
 2. Lessons learned from local stakeholder exercises,
 3. Lessons learned from past disaster recovery events (e.g. severe weather events, oil spill incidents, mass rescue operations),

4. Review of government, industry and academic studies of industry interdependencies, downstream effects of transportation disruptions, and the resiliency of industries and transportation sectors in recovering from a disaster or an incident, and
 5. Policy updates.
- b. COTP Mobile, AL will ensure that the five year review plan is forwarded to the cognizant District Commander Plan Review Authority for review.
 - c. Review the plan and forward to the Plan Approval Authority for approval.
2. **Immediate MTSRP Program Updates** An immediate program wide MTSRP review and update may not be aligned with the existing five year review and approval cycle. The five year review and approval timeframe may be restarted by the Commandant (CG-FAC) MTS Recovery Program Manager to meet the mandated updates.

APPENDIX A: MTS RECOVERY EEI FORM (CG-11410)

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard MARINE TRANSPORTATION SYSTEM RECOVERY ESSENTIAL ELEMENTS OF INFORMATION		OMB No.1625-0127 Expires: 04/30/2021
U.S. Coast Guard policy requires Sector Commanders to create, and update annually, Essential Elements of Information regarding the Marine Transportation System within their Captain of the Port Zones. This form is used to capture data and compare data gathered with information maintained by the U.S. Coast Guard.		
SECTION I: FACILITY CONTACT INFORMATION		
1. Facility Name		
2. Facility Point of Contact		
3. Position/Title		
4. Telephone	5. Email	6. Fax
7. Location		8. Lat-Long
SECTION II: CARGOES		
9. Products or goods received (<i>liquid or dry bulk cargo by name(s), containers, autos etc.</i>)		
Cargo Name	Liquid <input type="checkbox"/> Dry <input type="checkbox"/> Container <input type="checkbox"/>	
Cargo Name	Liquid <input type="checkbox"/> Dry <input type="checkbox"/> Container <input type="checkbox"/>	
Cargo Name	Liquid <input type="checkbox"/> Dry <input type="checkbox"/> Container <input type="checkbox"/>	
Cargo Name	Liquid <input type="checkbox"/> Dry <input type="checkbox"/> Container <input type="checkbox"/>	
Cargo Name	Liquid <input type="checkbox"/> Dry <input type="checkbox"/> Container <input type="checkbox"/>	
Cargo Name	Liquid <input type="checkbox"/> Dry <input type="checkbox"/> Container <input type="checkbox"/>	
SECTION III: SHIP - BARGE ARRIVALS		
10. On a weekly basis, how many ships/barges call at this facility?		
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo
Vessel Type/Name	Arrivals per week	Cargo

SECTION IV: CRITICALITY OF CARGO TO RECOVERY

11. Does facility transfer cargoes critical* to port recovery? Yes No (If yes, list critical cargoes below)

**Criticality may reflect the need of this cargo to the port or region. Ex: The product received is needed to support port recovery or emergency response efforts; or to another process based on unique components/design/ limited supply source.*

Cargo Name Liquid Dry Container

Cargo Name Liquid Dry Container

Cargo Name Liquid Dry Container

Cargo Name Liquid Dry Container

Cargo Name Liquid Dry Container

Cargo Name Liquid Dry Container

Provide any additional information pertinent to the cargo criticality

Privacy Act Statement

Authority: 33 U.S.C. §1225, 46 U.S.C. §70103, and 50 U.S.C. §191 authorize the collection of this information.

Purpose: Gathering essential elements of information before a port disruption enables the U.S. Coast Guard to establish a normal port condition baseline. Then, following a port disruption, the port's condition can be measured against the normal baseline to provide critical input to those federal, state, and local response organizations that are engaging in restoring the port to its pre-disruption condition.

Routine Uses: It is used by the U.S. Coast Guard Marine Transportation System Recovery Unit to assess the condition of the port, prioritize recovery efforts, and gauge the effectiveness of the response. A complete list of the routine uses can be found in the system of records notice associated with this form, "Department of Homeland Security/U.S. Coast Guard-013 - Marine Information for Safety and Law Enforcement (MISLE)." The Department's full list of system of records notices can be found on the Department's website at <http://www.dhs.gov/system-records-notices-sorn>.

Disclosure: This is a voluntary solicitation for information and is not mandatory; however the U.S. Coast Guard cannot properly prioritize recovery efforts without this valuable input.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-FAC), U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7318 or Office of Management and Budget, Paperwork Reduction Project (1625-0127), Washington, DC 20503.

APPENDIX B: MTS RECOVERY FACILITY STATUS FORM (CG-11410A)

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard MARINE TRANSPORTATION SYSTEM RECOVERY FACILITY STATUS		OMB No. 1625-0127 Expires: 04/30/2021
U.S. Coast Guard _____ is gathering critical facility status information for the port of _____ following _____.		
Information you voluntarily provide will enable the U.S. Coast Guard (USCG) to understand your facility's current status and will be used by the USCG Marine Transportation System Recovery Unit to prioritize port-wide recovery efforts.		
This is a voluntary solicitation for information and is not mandatory; however, without this information, the USCG cannot properly assess the condition of your facility and must consider it closed with no critical impact until the USCG is able to conduct an on-scene assessment.		
We request you review the criteria below and provide the information to:		
Name _____	via Fax _____	via Email _____
SECTION I: FACILITY INFORMATION		
1. Facility Name _____		
2. Facility Status (Check one)		
Fully Available <input type="checkbox"/> Partially Available <input type="checkbox"/> Not Available <input type="checkbox"/>		
3. Describe Reason the Facility is Partially Available or Not Available and at what % capacity the facility is operating and when you anticipate it being fully available. (i.e. no utility service, channel closure, damage to pier, reduced personnel, damage to facility, cranes, pumps or cyber attack.).		
(continue on page 2)		
4. If you do not receive your next scheduled ship/barge on time what is the significant impact? (i.e. your facility supplies the fuel for all city busses or an airport).		
(continue on page 2)		
SECTION II: FACILITY CONTACT INFORMATION		
5. Facility Point of Contact _____	6. Telephone _____	7. Fax _____
8. Email _____		9. Date _____

MARINE TRANSPORTATION SYSTEM RECOVERY - FACILITY STATUS

Name of Event:

Facility Name:

SECTION 1. FACILITY INFORMATION (Cont.)

Privacy Act Statement

Authority: 33 U.S.C. §1225, 46 U.S.C. §70103, and 50 U.S.C. §191 authorize the collection of this information.

Purpose: Following a port disruption, the U.S. Coast Guard must quickly gather port impact information to determine what infrastructure and support services are not available or only partially available. Gathering port disruption information enables the U.S. Coast Guard to provide critical input to those federal, state, and local response organizations that are engaging in restoring the port to its pre-disruption condition.

Routine Uses: It is used by the U.S. Coast Guard Marine Transportation System Recovery Unit to assess the condition of the port, prioritize recovery efforts, and gauge the effectiveness of the response. A complete list of the routine uses can be found in the system of records notice associated with this form, "Department of Homeland Security/U.S. Coast Guard-013 - Marine Information for Safety and Law Enforcement (MISLE)." The Department's full list of system of records notices can be found on the Department's website at <http://www.dhs.gov/system-records-notice-sorns>.

Disclosure: This is a voluntary solicitation for information and is not mandatory; however the U.S. Coast Guard cannot properly assess the condition of the port without this valuable input.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 15 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-FAC), U.S. Coast Guard Stop 7318, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7318 or Office of Management and Budget, Paperwork Reduction Project (1625-0127), Washington, DC 20503.

APPENDIX C: MOAs FOR SALVAGE AND MARINE FIREFIGHTING SUPPORT

MOA between USCG Sector Mobile and Mobile Fire Department

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MOA between USCG Sector Mobile and City of Gulfport Fire Department

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MOA between USCG Sector Mobile and Pascagoula Fire Department

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MOA between USCG Sector Mobile and Panama City Fire Rescue

MEMO OF UNDERSTANDING
BETWEEN
COAST GUARD COTP MOBILE AL
AND THE
CITY OF PANAMA CITY FIRE DEPARTMENT

Subject: FIREFIGHTING ON BOARD VESSELS AND WATERFRONT FACILITIES IN THE PORT OF PANAMA CITY

1. PURPOSE: To ensure a coordinated effort to attack a marine fire on board vessels and on waterfront facilities located in the Port of Panama City. Thus, this Memorandum of Understanding establishes areas of responsibilities and general duties of all participants.

2. GENERAL:

a. The provisions of this Memorandum apply to the responsibilities of directing firefighting operations and vessel movements in the event of a major fire on board a vessel or at a waterfront facility in the Port of Panama City.

b. As directed, all parties agree to jointly plan for and execute in the event of a major fire:

(1) A joint communication and command center to establish a line of communications with all agencies directly involved in the overall firefighting operation.

(2) To exchange data on all matters that may affect the stability of the vessel or facility.

(3) Mutual participation and interaction by all parties involved; and

(4) Joint exercising of contingency and firefighting preplans.

3. DEFINITIONS: As used in this Memorandum, the following terms are defined:

a. CAPTAIN OF THE PORT: Is that Coast Guard officer designated by the Commandant for the purpose of giving immediate direction to Coast Guard law enforcement activities within his assigned area. Captains of the Port enforce port safety and security regulations including, without limitations, waterfront facilities; anchorages; security zones; safety zones; and ports and waterways safety. (Ref 33 CFR 1.01-30 and 6.01-3)

b. FIRE CHIEF: Is the Chief of the Panama City Fire Department or his designated representative that is in charge of the fire scene and responsible for the direction of all on-scene firefighting.

c. WATERFRONT FACILITY: All piers, wharves, docks, and similar structures to which vessels may be secured: areas of land, water or land and water under and in the immediate proximity to them; buildings on such structures or contiguous to them, and equipment and materials on such structures or in such buildings.

Enclosure (3)

d. VESSELS: As used in this Memorandum are barges, ships, pleasure craft, dredge boats, etc.

4. RESPONSIBILITIES

a. U.S. Coast Guard: The Commandant U.S. Coast Guard's policy in the matter of shipboard fires has been that where an organized Fire Department exists, the local Fire Chief is in charge of firefighting operations. This policy does not relieve the Coast Guard Captain of the Port of his responsibilities for the overall safety of the Port, nor does it restrict the lawful authority of the Captain of the Port to act in the best interest of the safety of life, property and environmental protection. Federal law gives the Captain of the Port authority to take full or partial control or direct the operation of any vessel within the territorial waters of the United States under his jurisdiction, whenever it appears to the Captain of the Port that such action is necessary in order to secure such vessels from damage or injury to any vessel or waterfront facility. The Captain of the Port or his representative will respond to assist, as necessary, with waterside traffic control, minimum waterside firefighting assistance, and personnel familiar with shipboard construction, layout, common firefighting systems, and stability. The Coast Guard's interest in fighting fires on board vessels and on waterfront facilities in or along the navigable waters of the United States or fires in the vicinity of Coast Guard property does not extend to preemption of local responsibility and authority for firefighting. The involvement of Coast Guard forces in actual firefighting shall only be to a degree commensurate with our personnel and equipment levels.

b. Fire Department: Within the Fire Department's jurisdiction it will respond to all notifications of fire as manpower, equipment and training allow. This includes marine facilities located within its boundaries and vessels moored alongside those facilities. Further, it may involve fighting a vessel fire occurring in portions of the harbor falling within their jurisdiction. The Fire Chief has the overall responsibility to fight fire, direct shipboard firefighters and formulate tactics on how best to extinguish the fire. He must work closely with the vessel's master, terminal manager and the Coast Guard Captain of the Port or his representative. The Fire Chief is responsible to request support from local police, civil defense and local Red Cross.

5. IMPLEMENTATION

a. Provisions of this agreement shall be effective for planning and coordination when signed.

b. This Memorandum will remain in effect until rescinded by signing parties. Changes may be made at anytime as agreed by signing parties.

c. This Memorandum of Understanding initiated at local level between Captain W. J. LOEFSTEDT, Captain of the Port Mobile, and Robert Richardson, Fire Chief, City of Panama City, Florida.



W. J. LOEFSTEDT
Captain, U.S. Coast Guard
Captain of the Port Mobile
Mobile, Alabama



ROBERT RICHARDSON
Fire Chief
Panama City Fire Department
Panama City, Florida

MOA between USCG Sector Mobile and City Of Pensacola Fire Department

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APPENDIX D: MTS RECOVERY PLAN EXERCISE GUIDANCE

1. **Discussion** – Exercises will be aligned and compliant with the DHS Homeland Security Exercise and Evaluation Program (HSEEP). The MTSRP may be tested as a standalone exercise or as part of other contingency exercises disrupting the MTS.
2. **MTSR Exercise Goals** – The goals are to test the effectiveness of the MTSRP, identify areas for improvement, familiarize unit personnel with the plan, train personnel on recovery activities, and otherwise support MTS Recovery through effective plan implementation. Steps to achieve these goals include:
 - a. Improve capability to:
 - (1) Activate the MTSRU,
 - (2) Implement and conduct coordinated interagency command and control operations in accordance with National Incident Management System (NIMS),
 - (3) Communicate effectively with various Federal, State, Local, Tribal and Territorial agencies, as well as industry stakeholders across all affected modes of transportation,
 - (4) Facilitate sharing, correlating and disseminating MTS Recovery Information among stakeholders, and
 - (5) Orderly resume port operations and movement of commerce within the MTS.
 - b. Validate MTS Recovery procedures and plan elements.
 - c. Ensure the protocols and procedures used in restoring maritime commerce are coordinated with other Federal, State, Local, Tribal, Territorial and Industry processes.
 - d. Coordinate with other required plans and contingency exercises.
3. **MTS Exercise Requirements** - The following program standard for MTS exercises provide a national baseline for exercise performance while ensuring flexible planning, design, and exercise execution that meet unit needs.
 - e. **Frequency**. The MTSRP shall be exercised at least twice in a four year period with one operations based and one discussion based exercise. No more than two years may pass between exercises.
 - f. **Type**. The MTS Recovery exercise may be either discussion-based or operations-based and may be different from the accompanying exercise. For example, a discussion-based MTS exercise can be part of a larger operational-based exercise.
 - g. **Design**. The exercise can be developed as a standalone exercise or be part of another contingency exercise such as AMSTEP, PREP, severe weather or Mass Rescue Operations. Section 1.A identifies multiple categories of MTS disruption that can be used as the initial incident. Combining multiple contingencies within one exercise is encouraged as long as the MTS Recovery exercise objectives are tested. For

example, the MTS Recovery exercise could start several days after the initial incident occurs. The exercise can be a USCG led exercise or be part of another Federal, State, Local, Tribal, Territorial and Industry exercise.

- h. Goals and Objectives. The MTS Recovery exercise shall meet all of the overarching goals and objectives in Section 1.C. Physically establishing a MTSRU is not required in a discussion-based exercise.
 - i. Stakeholder Involvement. The MTS Recovery exercise should involve stakeholder representatives to the full extent practical. At a minimum, the pre-designated MTSRU shall participate in the exercise. Coordination of resumption of trade activities cannot be completed without industry action and the exercises should reflect the importance of that element of recovery and foster USCG and industry partnership.
 - j. Documentation. MTS Recovery exercises shall be captured in the Office of Contingency Planning (CG-CPE) Contingency Planning System (CPS).
4. **MTS Exercise Considerations** – If the MTSRU and/or port partners personnel change significantly or if the MTSRP is substantially amended prior to an exercise event, a discussion-based exercise may be the best first step. A subsequent operations-based exercise will reinforce the training value of such exercises and progressive execution to build participant's skills, teamwork, and familiarity with the plan.
5. **Exercise Credit** – COTP Mobile can request exercise credit for activation of the MTSRU and use of the MTSRP during real world events such as severe weather events, security incidents, marine events of national significance or other long duration maritime events impacting commerce.
6. **Procedures for Requesting Exercise Credit** – Coast Guard COTPs may request equivalency credit for actual operations to be used towards fulfillment of MTS Recovery exercise requirements. Requests for exercise credit must be made in writing by the COTP and submitted through the appropriate Chain of Command to the MTSRP Approving Authority. The request must document the circumstances sufficiently to substantiate the request.
- a. Discussion. This guidance applies to real world events that are not entered in the Coast Guard's CPS as an exercise.
 - (1) Coast Guard Area Commanders (as the MTSRP Approval Authority) are authorized to consider, and when appropriate, credit for real world events to be used towards fulfillment of MTS Recovery exercise requirements. The circumstances of real world operations that correspond with elements of the MTSRP must be at a suitable level of effort to satisfy recovery standards as listed in Section 3.

- b. Guidelines and Criteria. The MTSRP Approving Authority may consider authorizing exercise equivalency credit if the following minimum circumstances exist:
- (1) The MTSRP was implemented in response to a real world event involving a disruption to the MTS.
 - (2) Appropriate members of the MTSRU and port stakeholders were involved in the response to the actual event.
 - (3) The event was consistent with MTS Recovery program standards for testing the MTSRP.
 - (4) The effectiveness of the MTSRP elements or strategies actually implemented was evaluated and was relevant to the plan.
 - (5) The response or recovery was adequately documented in CART.
- c. Documentation. A memo requesting credit must provide the following information and data:
- (1) The type of event causing the disruption (see Section 1.A for examples).
 - (2) Date, time, and location of the event.
 - (3) Description of the event.
 - (4) The objective met in the event.
 - (5) Lessons learned from the event.
 - (6) A statement verifying that the After Action Report and lessons learned were completed and submitted in the Coast Guard CPS.
 - (7) The sections of the plan that require improvement.
 - (8) Additional supporting data. Enclosures should include copies of all CART Executive Summaries (MTS-209s) and any other relevant documentation.
- d. Timeframe. The memo should be submitted within 6 months of the end of the real world event. A sample memo is included in NVIC 04-18.