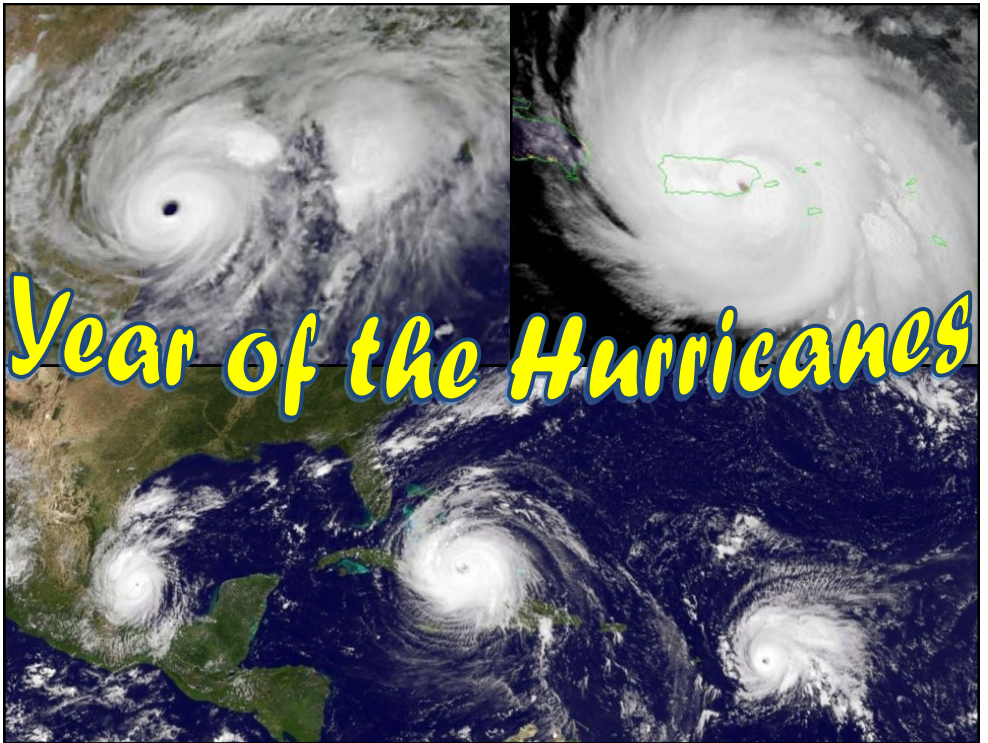


U.S. COAST GUARD SECTOR UPPER MISSISSIPPI RIVER



YEAR IN REVIEW 2017



FROM THE SECTOR COMMANDER



While it has only been a few months since my Change of Command in July, it has been more than enough time for me to recognize the tremendous work accomplished by the Sector's incredible team of men and women. As I noted in July, I am truly humbled to be back on the rivers and a part of this superb community. All parts of this community - Auxiliary, federal, state, local and industry remain critical to our collective success. This important work and collaboration are all for the purpose of meeting our shared goals – to maximize safety, protect

the environment, ensure security and facilitate the efficiency of the Marine Transportation System.

As I routinely tell my crew, the Sector is guided by a desire to prepare, a commitment to service and the pursuit of excellence. All of these were evident during the spring flooding on the Meramec River in 2017. The search and rescue response was a definite example of service and excellence. Moreover, personnel from the Sector as well as our Western Rivers Flood Punt teams displayed their preparation, service and excellence during back-to-back deployments to the Gulf Coast, Florida and the Caribbean during the hurricane season. Preparation for the implementation of Subchapter M is key to our future and represents the most sweeping regulatory change for us since the implementation of the Marine Transportation Security Act.

Through it all, the personnel of Sector Upper Mississippi River (UMR) marked waterways, inspected vessels, prevented and cleaned up oil spills, investigated marine casualties, conducted law enforcement operations and responded to those in distress.

It is helpful to look back and see the river miles we have covered. This publication serves as a way to reflect on our accomplishments during 2017. It summarizes the services and value the Active Duty, Civilian, Reserve and Auxiliary personnel assigned to Coast Guard Sector Upper Mississippi River provided to you over the past year. It also helps frame the way forward as we strive to build upon our experiences, grow our robust partnerships and leave everything we touch better than we found it.

Semper Paratus—Always Ready!

Handwritten signature of S. A. Stoermer in blue ink.

S. A. Stoermer
Captain, U.S. Coast Guard

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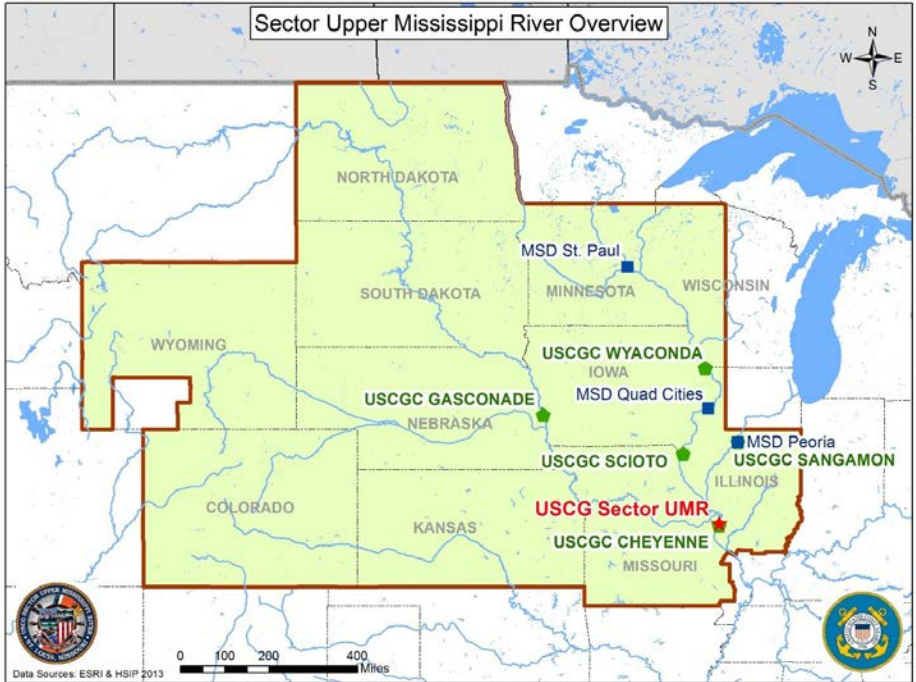
Cover photo: Hurricanes Harvey, Irma, Maria and Nate bear down on the Gulf and Atlantic Coasts. Several Sector UMR personnel played key roles during the unprecedented responses to storms that devastated the Gulf Coast, Florida, Puerto Rico and other Caribbean Islands. (Photo Source: NOAA)

Above: Sector UMR Waterways Management Division staff member BM2 Justin Morgan operates a flood punt in Houston, TX in the wake of Hurricane Harvey's destructive rains. Over half of the Waterways Management Division deployed in support of hurricane response and recovery efforts. (Photo Source: CNN)

MISSION AREA

The United States Coast Guard is the Department of Homeland Security's premier multi-mission, maritime service and one of the nation's five uniformed services.

In serving the American heartland, Sector UMR executes safety, security and environmental stewardship operations to ensure a robust maritime transportation system and diverse use of the rivers.



The Sector UMR Area of Operations (AOR) encompasses the largest geographic region of any Coast Guard Sector in the lower 48 including all or parts of 11 states and over 2,200 miles of commercially navigable waterways. This waterway system includes seven major population centers, 238 bridges and 33 locks and dams on the Upper Mississippi, Illinois and Missouri Rivers and their tributaries.

The Sector's work is accomplished by 257 dedicated Active Duty, Reserve and Civilian personnel assigned to five Inland River Tenders, three Marine Safety Detachments (MSDs) and Sector Headquarters. The Sector is further supported by nearly 775 volunteer Coast Guard Auxiliarists.

REGIONAL RESPONSES

2017 was a year of extreme weather and other significant events across the nation. Sector UMR personnel could be found in the midst of it all.

In May, Sector UMR's Western Rivers Flood Punts (WRFP) assisted local emergency responders in communities along the Meramec River in Eastern Missouri. This was the second period of record-setting flooding to hit the area in less than 16 months.



Left: Citizens of Eureka, MO fill sand bags to protect local homes and businesses during May 2017 flooding on the Meramec River.

Center: Sector UMR flood response crews launch flood punts into the Meramec River.

Right: Coast Guard team leaders coordinate operations with local police and fire commanders.

August hailed a truly unique experience when a total solar eclipse crossed the southern half of the AOR as it traveled the width of the United States. Concerned for the safety of a large influx of spectators on Jackson Lake in Wyoming's Grand Tetons National Park, the National Park Service requested Coast Guard law enforcement crews to patrol the lake. This event gave Sector UMR boat crew and Auxiliary members with a once-in-a-lifetime opportunity to patrol in the Rocky Mountains.



Left: Boat crew members conduct boater safety education during a total solar eclipse on Jackson Lake, WY.

NATIONAL RESPONSES

The wonder surrounding the eclipse quickly dissipated as the first of four massive hurricanes took aim at the Gulf and Atlantic Coasts. Dozens of staff members from every Sector UMR department and subunit were called upon to support response and recovery operations in the wakes of Hurricanes Harvey, Irma, Maria and Nate.

Sector UMR's WFRPs deployed for several weeks across eight states from Texas to North Carolina. Their efforts contributed to the over 10,000 lives saved or assisted Coast Guard-wide.





Left: The Pride of the Western Rivers. WRFPs from Sectors UMR, Lower Mississippi River and Ohio Valley pause between hurricanes for a group photo in front of a hanger at Coast Guard Air Station Mobile, AL.

Below Left: WRFP crew members from across the Midwest work diligently to rescue residents and their pets from catastrophic flooding in south Texas and other parts of the Gulf Coast.

Above: Vessels lay strewn about Key West, FL in the wake of Hurricane Irma. A Marine Inspector from MSD Quad Cities deployed to Key West to help the local unit evaluate over 1,500 damaged vessels. The damage vessels included 100 commercial passenger vessels and 250 commercial fishing vessels between Key West and Everglades National Park.

In addition to the life saving mission, several other members of Sector UMR served in equally important roles. Marine Inspectors and Pollution Responders evaluated damaged vessels, oversaw vessel salvage and conducted pollution response operations in inundated areas. Maritime Transportation Recovery Specialists worked with maritime industry representatives and aids to navigation crews to quickly and safely reopen ports to commercial vessels laden with critical relief supplies and cargo. Other staff members supported crucial administration and logistics functions that kept responders supplied, rested and paid.

Several Sector UMR personnel were directly impacted by these devastating storms. Their family members, living on the coasts, were displaced when their homes were damaged or destroyed. Although living and working in the Midwest, all members had friends and former shipmates who were stationed and working at units that were in the storms' paths. To help deal with the stresses involved in these difficult times, Sector UMR's Chaplain and Command Senior Chief provided much needed support and leadership to Coast Guard families whose lives had not only been disrupted but who were still needed to carry out the Coast Guard's missions.

MARITIME SECURITY

As an armed military service and component of the Department of Homeland Security, the Coast Guard is uniquely positioned to contribute to America's defense and security.

Sector UMR law enforcement officers conducted regular Port, Waterways and Coast Security (PWCS) missions throughout the region. Those missions included waterway and shore-side patrols and security boardings. During the past year, Sector UMR personnel and port partners were involved in numerous multi-agency operations and exercises aimed at improving maritime security.

Security activities included Presidential security details, vessel security boardings and Complex Coordinated Terror Attack (CCTA) drills and exercises.



Above Left: Active Duty and Reserve crew members pause for a photo with the unit's new RB-S II response boat following a Presidential security detail on the Missouri River in St. Charles, MO.

The 29 ft long RB-S II, manufactured by Metal Shark Boats, replaced the first generation 25 ft long Response Boat-Small (RB-S) SAFE boats in 2017.

Above Right: Sector law enforcement officers conduct joint security boardings on towing vessels with agents from Homeland Security Investigations (HSI).

Opposite: A Coast Guard response boat stands by as officers board a vessel during a PWCS patrol on the Illinois River.

Below: CAPT Malloy addresses over 60 elected and appointed officials in Minneapolis and St. Paul, MN during a Senior Officials Workshop where senior leaders were invited to learn about regional rail and river response capabilities. The April workshop was a precursor event for a maritime security table top exercise attended by over 140 first responders.



Area Maritime Security Committees (AMSC) in St. Louis, Kansas City, Minneapolis/St. Paul, Quad Cities and Peoria met quarterly to bring federal, state and local agencies and industry partners together to improve the region's maritime security response and transportation recovery postures. During the meetings the committees identified port-wide security vulnerabilities and reviewed risk mitigation strategies.

Dozens of these port partners demonstrated their commitment to continuous improvement by participating in interagency training and exercises designed to test response capabilities and enhance interagency collaboration. The AMSC Executive Steering Committees actively sought innovative ways to integrate the Coast Guard's maritime security and transportation recovery missions into regional response plans. By proactively developing robust, multi-disciplinary exercises, the committees met regional strategic initiatives that far exceed Coast Guard policy requirements. Through the Area Maritime Security Training and Exercise Program (AMSTEP), Sector UMR staff evaluated responses to Transportation Security Incidents. Recent exercises involved simulated CCTA and intermodal incidents involving river and rail transportation. In all, over 525 responders representing dozens of agencies participated in Coast Guard led exercises in 2017.

Maritime Security Partners

- State and Local Police
- Fire Departments
- Commercial Towing Industry
- Coast Guard Auxiliary
- U.S. Army Corps of Engineers
- Fish and Wildlife Agencies
- Facility Operators
- FBI
- State Emergency Operations Centers
- The Boating Public
- Many, many more....

Using Port Security Grant funding as a valued resource, the committees focused on interagency training, refining maritime response protocols and obtaining critical response and prevention equipment.



SEARCH AND RESCUE

The Coast Guard has played a vital role in Maritime Search and Rescue (SAR) operations on the Western Rivers. Sector UMR continued to foster partnerships with state and municipal authorities and the river industry to conduct lifesaving operations.

2017 SAR Statistics

Total SAR Cases:	451
Personal Property Saved:	\$293,000.00
Lives Saved:	16
Lives Assisted:	679



Left: Crew members assist three people who fell into the water during Floatzilla, a marine event with over 1,500 kayakers on the Mississippi River. Crews comprised of MSD Quad Cities and MSD Peoria personnel provided support during the event to ensure the safety and security of all participants.

Bottom Left: Boat crew members prepare to tow a disabled recreational vessel from a busy stretch of the Mississippi River. Recreational vessels can easily end up at risk in busy port areas where they are dwarfed by passing towboats who are constrained by narrow channels.

Bottom Right: St. Louis boat crews and the Alton Volunteer Emergency Corps work together to assist a sailing vessel in distress while transiting the Chain of Rocks Canal.



BOATING SAFETY

Sector UMR worked closely with state and local law enforcement agencies to enforce recreational boating safety laws. Coast Guard boarding officers checked over 200 recreational vessels for compliance with Federal boating safety regulations in 2017. Sector UMR boat crews patrolled Lake of the Ozarks and Table Rock Lake in Missouri during peak recreational boating periods and during major marine events like the Lake of the Ozarks Shootout and Offshore Super Series Races.



Left: Boarding officers talk to canoers on Jackson Lake, WY during the 2017 Solar Eclipse. The National Park Service expected a record number of boats on the lake and requested Coast Guard support to ensure a safe event.

Bottom Left: Auxiliary members practice towing an RB-S on Lake of the Ozarks to prepare to the recreational boating season.

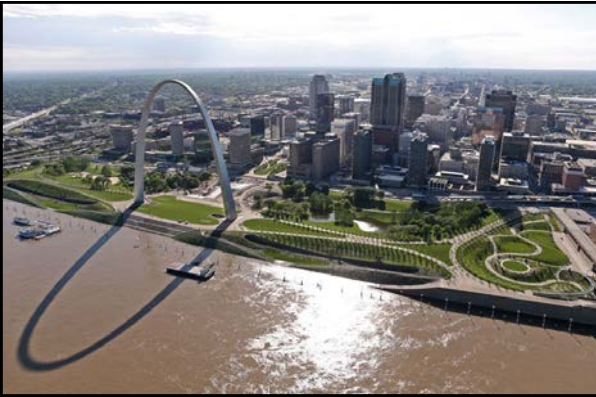
Bottom Right: Boarding officers examine a personal water craft during a routine recreational vessel boarding on one of the Sector's lakes.

Throughout the region, Coast Guard Auxiliarists volunteered their time, vessels and aircraft in dedicated public service. In 2017, Auxiliary members dedicated over 51,500 hours to the recreational boating safety mission. To accomplish this mission Auxiliary members conducted regular marine patrols, performed 3,000 voluntary vessel safety checks and led over 85 recreational boating safety classes for 973 students. These devoted individuals have saved many lives by enhancing recreational boater awareness of safe boating practices and improving the operating condition of their vessels. In addition, Auxiliary vessels and aircraft supported SAR, PWCS and other missions by logging 6,000 underway hours and 550 flight hours respectively.



WATERWAYS MANAGEMENT

The Waterways Management (WWM) Division oversees over 2,200 miles of river on a daily basis to monitor flooding, low water, shoaling, vessel groundings, bridge discrepancies and maritime industry concerns. WWM is also responsible for monitoring the status of 33 Lock & Dams and all U. S. Army Corps of Engineers (USACE) construction projects on the Upper Mississippi, Illinois, and Missouri Rivers. These activities are vital to keeping billions of dollars in commerce moving throughout the inland river system.



In 2017, WWM was heavily engaged in the response to spring flooding that crippled the St. Louis area for several weeks. WWM staff served in key Incident Command positions and served as liaisons to USACE in order to successfully coordinate the response to this natural disaster.

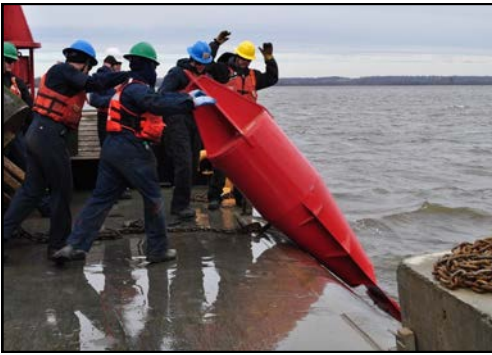
During hurricane responses, over half of the WWM staff deployed in support of recovery efforts. Back at home, the remaining staff assisted in creating a security zone in order to protect the President of the United States during his nationally publicized visit to St. Charles, MO.

In addition to these extraordinary events, WWM staff completed their 'normal' Coast Guard mission and processed over 88 marine event permit applications which included establishing safety zones, addressing environmental concerns, issuing broadcast notices to mariners, and coordinating with event sponsors. The staff also worked closely with USACE to review 213 proposed building permits for structures in, on, or over the navigable waters of the U.S. for navigational safety concerns. The staff also conducted in-depth navigational safety assessments for three projects.



Above Left: A swollen Mississippi River flows past the redesigned Arch grounds in St. Louis. (Photo Source: David Carson, St. Louis Post Dispatch)

Above Right: Sector UMR Waterways staff accepts the Army Commendation Medal from Colonel Mitchell, previous Commander, USACE St. Louis District, for exceptionally meritorious service during the Spring Floods of 2017. During this time they partnered with multiple agencies in order to stabilize and restore commerce.



The Coast Guard's Aid to Navigation (ATON) mission on the Western Rivers is vital to safe, secure and efficient navigation. The ATON program facilitates maritime commerce by minimizing disruptions to the movement of goods and people while maximizing recreational enjoyment and economic reliability on navigable waters, all while maintaining adaptable waterway restoration capabilities when disruptions occur. This mission is carried out in Sector UMR by five Inland River Tenders (WLRs) which maintain over 6,000 buoys and shore-aids on all three major river systems. The WLRs are strategically located throughout the region to respond to navigation concerns arising in the Sector's vast AOR. During 2017 the river tender fleet was underway more than 5,800 hours servicing aids to navigation on the Western Rivers.

With an average age of 52 years, the Sector's WLR fleet has grown increasingly obsolete. As these vessels age, the cost to maintain them escalates. Many of the parts needed to repair onboard equipment must be custom made as sources of supply are no longer available. Realizing these facts, the Commandant made recapitalizing the WLR fleet a top priority in 2017. To that end, four Coast

Guard flag officers toured various river tenders to learn more about the inland river tender fleet and its world of work. The data they gathered helped to develop the operational requirements for the much anticipated Waterways Infrastructure Cutter that will replace the aging WLR fleet in years to come.



Above Left: The crew of Coast Guard Cutter SCIOTO sets a red nun buoy during a buoy run on the Upper Mississippi River. ATON on the Western Rivers require constant maintenance as frequent changes to the river bottom contours can develop shoals without warning. A towboat and barges running aground on these shoals often results in lost time and added repair expenses.

Above Right: Coast Guard Cutter CHEYENNE pushes into the river bank to work shore side ATON.

Bottom: Vice Admiral Schultz, Commander, Atlantic Area and Atlantic Area Command Master Chief Bushey tour Coast Guard Cutter SANGAMON and recognize personnel for a job well done.

VESSEL INSPECTIONS

The Coast Guard's Commercial Vessel Safety program is vital to its Marine Safety mission. The Coast Guard regulates the design, construction, equipment and operational requirements for a variety of commercial vessels.

In December 2016 the Coast Guard released the final rule for Subchapter M of Title 46 of the Code of Federal Regulations (CFR) establishing formal inspection, equipment and construction standards for the 353 Uninspected Towing Vessels (UTVs) in Sector UMR's fleet of responsibility. Marine Inspectors from Sector UMR, MSD Quad Cities, MSD Peoria and MSD St. Paul continued to prepare for the first Certificates of Inspection to be issued to towing vessels in July 2018.



Above: MSD Quad Cities Marine Inspectors conduct a dry dock inspection and internal structural examination on a local small passenger vessel. The vessel required extensive sideshell and deck repairs, shaft and propeller replacement and fire prevention maintenance during a six week dry dock period. Inspectors attended to oversee all repairs and corrections.

Below: Branson gets a new boat. In June 2017, the Vessel Inspections Division certified a 47' Aluminum Hull Jet Boat to carry up to 72 passengers on Lake Taneycomo near Branson, MO. The first vessel of its kind in Sector UMR's zone, M/V CYCLONE is a triple engine jet boat capable of speeds over 45 mph. Sector UMR Inspectors worked closely with inspectors from Marine Safety Unit Portland, OR, who oversaw the vessel's initial construction and the Missouri State Highway Patrol, Water Patrol Division to identify a safe operating area for the vessel and ensure compliance with passenger vessel regulations.





Above: An offshore towing vessel takes on ballast in the Western Rivers. In November, the Vessel Inspections Division witnessed an operation seldom seen on the Western Rivers. A seagoing towing vessel bound for San Juan, PR had 30 long tons of fixed cement ballast poured into its bilges to comply with its stability letter. The vessel also maintains a Load Line Certificate issued by the American Bureau of Shipping (ABS) therefore an ABS surveyor was also on board to witness the operation. The installation took several days to complete and to allow for the cement to properly cure.

Marine Safety Activities

	Vessel Inspections	Towing Vessel Exams	Facility Inspections
St. Louis	185	56	114
Peoria	58	26	128
Quad Cities	66	56	84
St. Paul	36	6	66

Many small towing vessel companies are daunted by the complexities of the CFR requirements. Sector UMR Marine Inspectors worked closely with those operators to educate them and address their concerns. Sector UMR inspectors were the driving force in soliciting District and Headquarters-level guidance in clarifying expectations for enforcing Subchapter M on existing vessels. In several cases they highlighted multiple inconsistencies between regulations and the actual conditions found in the fleet.

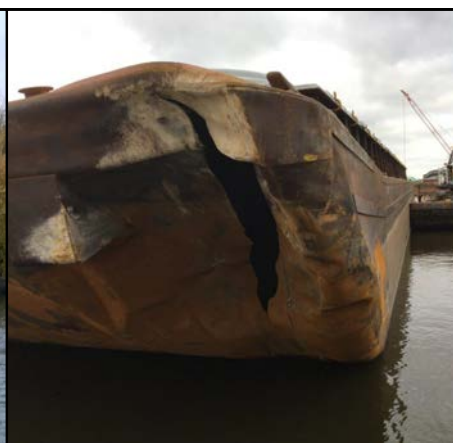
Sector UMR Marine Inspectors are also charged with inspecting a host of commercial passenger vessels and barges. These inspections involve new construction projects, annual and quarterly inspections, dry docks and deficiency checks following marine casualties. Commercial passenger vessels can be found throughout the 11 states including in National Parks as far west as North Dakota and Wyoming.

MARINE CASUALTY INVESTIGATIONS

The Marine Investigations Division examines maritime casualties to determine causal factors in order to prevent similar incidents from occurring in the future. During 2017, Sector UMR, to include three MSDs, investigated 323 marine casualties. Shoaling issues that typically arise after periods of high water and low water throughout much of the Fall highlight the importance of immediately reporting marine casualties or hazardous conditions to the Coast Guard. The Investigations Division thoroughly scrutinized each casualty and the resulting data was used by the Sector's WWM Division and USACE to survey, mark and dredge channels, thus facilitating the safe movement of commerce throughout the rivers.

Reported Marine Casualties in 2017

Allision	72	Fire	2
Breakaway	17	Grounding	120
Collision	4	Loss of Life / Injury	0/33
Equipment Failure	54	Sinking	1



Above: Tow allides with the Beltline Railroad Bridge. MSD St. Paul personnel responded when a southbound towing vessel pushing empty grain barges allided with the bridge near St. Paul, MN. The lead barge sustained significant damage. The bridge was out of service for a month while temporary repairs were completed. A joint investigation was conducted between the Coast Guard and the NTSB.

Right: Passenger vessel runs aground near Mandan, ND. On September 21, 2017, MSD St. Paul personnel responded after a small passenger vessel grounded resulting in damage to all three pontoons.





Top Left: Small passenger vessel strikes rocks. On August 11, 2017, MSD Peoria investigated a small passenger vessel that allided with a submerged rock pinnacle in the uncharted lake in which it operates. There were no injuries among the 27 guests and two crew. While the vessel did not suffer a breach in watertight integrity, there was extensive damage to the rudders and both port and starboard running gear. As a result of the investigation, the company has implemented several measures to better ensure vessel operators are aware of submerged hazards throughout the uncharted lake. Total cost of repairs were estimated at \$50,000.



Lower Left: Allision with railroad bridge leaves its mark. In April, MSD Quad Cities responded to an allision with the Burlington Railroad Bridge. A towing vessel was pushing three loaded barges containing hazardous material known as ‘red flag barges’ on the Mississippi River when the incident occurred. There was no pollution or injuries however, the tank barge sustained a 9” inset over 42 feet long. There were multiple broken welds on the structural members in the affected void spaces. Damage to the barge was estimated to cost \$120,000. All precautions were taken to ensure the vessel could safely transit for repairs.



Right: Barge break away comes to rest against dam on the Upper Mississippi River. During April high river levels, a southbound towing vessel pushing nine loaded grain barges allided with the lock wall at Lock and Dam 22. The tow broke apart and all nine barges were pinned against the dam for several days while crews worked to recover them. During recovery efforts a barge that received extensive damage sank at the base of the dam. The Coast Guard, USACE, and salvage company carefully monitored fluctuating river levels influenced by late spring storms. The river level finally dropped low enough in early July to provide a short window of opportunity to safely recover the barge. Fortunately, navigation was only affected during the initial allision and recovery efforts, and later during salvage operations.

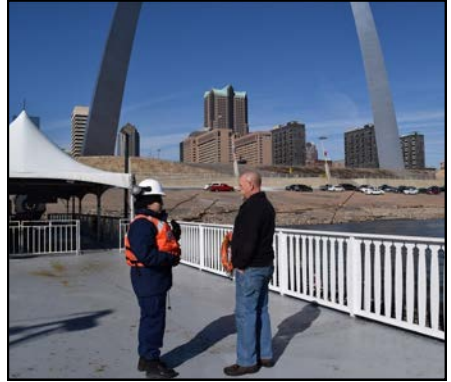


FACILITY INSPECTIONS

The Facility Inspections Division endeavors to prevent maritime transportation security incidents and marine casualties resulting from malicious acts, accidents or acts of nature against waterfront facilities. The program aims to protect the public, protect critical infrastructure and minimize damage to the environment while limiting disruption to and supporting restoration of the Maritime Transportation System (MTS).

Sector UMR Facilities Inspectors accomplish this by enforcing federal marine safety, security and environmental regulations; reviewing facility security plans, facility response plans and operations manuals; conducting facility inspections for security, safety and environmental protection; and conducting training and outreach to federal, state, local and industry personnel.

During the aftermath of Hurricane Harvey, refineries and pipelines in Houston and Corpus Christi, TX were offline for weeks while flood waters receded and refineries were brought back online. In an effort to meet the continued demand for fuel, customers asked a facility located within Sector UMR to offload gasoline barges. Unfortunately, the facility's barge dock had been taken out of service three years earlier after it fell out of compliance with regulations.



Top: A Facility Inspectors conducts a security spot check at a passenger vessel terminal in St. Louis.

Bottom: Flood waters encroach on a refinery in Nederland, TX on Wednesday, August 30, 2017.(Photo Source: Chris Machian/The World-Herald)

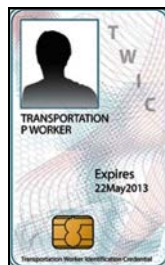
Sector UMR Facility Inspectors collaborated with facility personnel to develop an alternate means to conduct fuel transfers while adhering to all safety regulations. After a comprehensive review of alternative transfer procedures and ensuring compliance with the regulations in 33CFR 154 and 156, the facility was approved to construct a steel structure above their catwalk with a winch system for lowering transfer hoses to waiting barges.

Mindful of the urgency of the request, Facility Inspectors were able to review the procedures, conduct an inspection and route a letter of alternative compliance for command approval within 7 business days of the initial request. Once the alternative procedures were approved, inspectors conducted a transfer monitor on the facility to ensure employees followed the approved transfer procedures. As a result of the expeditious response to the needs of this facility, Sector UMR Facility Inspectors prevented a gasoline shortage within the greater St. Louis area and averted a significant impact to the region's economy.

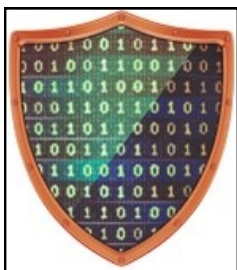


Above: Winch arrangement facilitates barge unloading. An improvised unloading system was approved to facilitate fuel transfers in the Port of St. Louis after Hurricane Harvey.

Facility Inspectors frequently engage with industry representatives regarding the rules and regulations involving the Transportation Workers Identification Credential (TWIC). Pending changes to TWIC rules are likely to impact facilities within Sector UMR that transfer certain dangerous cargoes in bulk.



In a recent case, a facility discovered a security breach when the driver of a third party vendor, who was not credentialed to carry a TWIC, gained access to a secure and restricted area of the facility using an access code from a credentialed driver. The Facility Security Officer reported the security breach to the Coast Guard when the uncredentialed driver admitted to using another driver's access code. Sector UMR Facility Inspectors determined that existing access control measures did not prevent individuals without a valid TWIC from gaining access to secure areas of the facility as defined by the Facility Security Plan. The facility is currently working with Facility Inspectors to redefine the secure areas on the terminal in an effort to improve daily operation processes while complying with regulations.



Concern about cyber security has grown in recent years as the maritime industry becomes more automated and reliant upon industrial control systems. Facilities Inspectors, in concert with Sector UMR Port Security Specialists, conducted numerous workshops and meetings with industry representatives and emergency response officials. The goal of these workshops was to provide an awareness of the potential risks and threats to the maritime domain from cyber attacks and to share industry best practices and lessons learned from recent cyber-related incidents.

ENVIRONMENTAL PROTECTION

To protect the extensive 11-state AOR, Sector UMR relies heavily on partnerships with other government agencies, industry groups and community action organizations like Upper Mississippi River Basin Association (UMRBA) and numerous Community Awareness and Emergency Response (CAER) groups. These partnerships are essential in the development, review, exercise and implementation of oil pollution and hazardous substances response plans. Sector UMR shares Federal On-Scene Coordinator (FOSC) responsibility with the U. S. Environmental Protection Agency (USEPA) and is a member of Regional Response Teams V, VII and VIII.



Above/Right: MSD St. Paul personnel conduct a Government Initiated Unannounced Exercise at a facility in St. Paul, MN. The July exercise coordinated with USEPA and Minnesota Pollution Control Agency tested notification processes and pollution mitigation protocols.

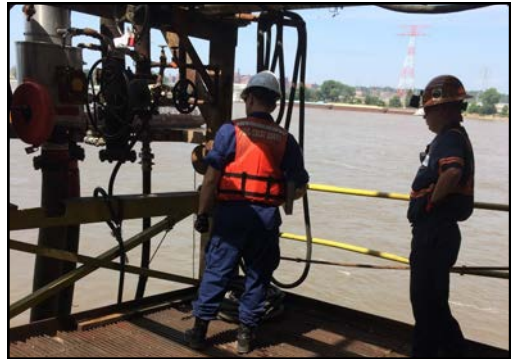
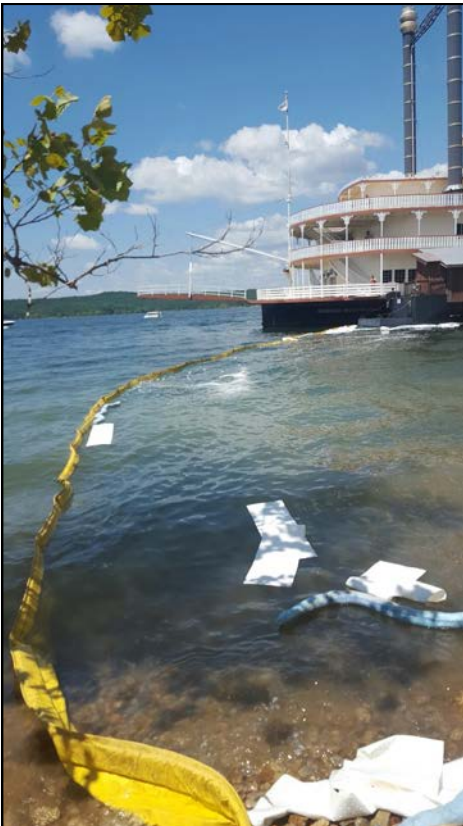
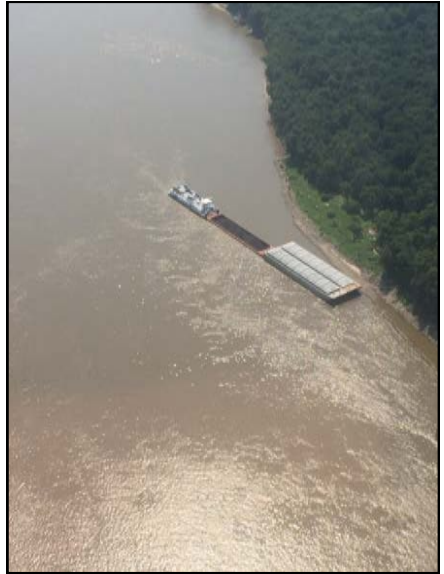
Below: Incident Management Division staff participate in a tabletop exercise designed to test a Facility Response Plan and response capabilities. Sector UMR personnel interacted with industry partners by fulfilling the FOSC role for a simulated oil spill on the Upper Mississippi River. Stakeholders collaborated with the USEPA and the company's Oil Spill Response Organization to test the facility's incident command structure and capabilities.





METRO AIR SUPPORT UNIT
of St. Louis, Missouri

Above/Right: Towing vessel spills over 400 gallons of diesel from a cracked fuel tank. In August, a towing vessel crew discovered a 1.5” crack in the vessel’s fuel tank that spilled fuel into the Upper Mississippi River. Sector UMR Pollution Responders assessed the damage and oversaw cleanup operations. Pollution Responders and industry representatives collaborated to successfully secure the source of the discharge. The vessel was subsequently defueled and transported to the nearest dry dock for repairs. During the incident, a Sector UMR Pollution Responder conducted an overflight of the Mississippi River with Metro Air Support Unit of St. Louis. This forward-leaning tactic helped to accurately evaluate the magnitude of the incident by confirming the absence of a sheen on the waterway.



Above: A Sector UMR Pollution Responder surveys piping at a St. Louis area facility. After oil discharged during maintenance of the transfer system, investigators took the opportunity to discuss effective pollution mitigation tactics and techniques with facility personnel.

Left: Cleanup commences after a paddlewheeler discharges fuel. Pollution Responders were called to Table Rock Lake near Branson, MO to investigate the discharge of diesel fuel into the lake after a fuel line ruptured on a passenger vessel.

COMMUNITY OUTREACH

Sector UMR's dedication expands beyond our traditional missions. We are well established in the communities in which we live. We serve as local leaders, volunteers and active citizens. As servant leaders in the community, we constantly strive to make a positive impact on our neighbors; across the street, across state boundaries and across the country.

Whether supporting surviving veterans through programs like Honor Flight or remembering those who have gone before us at various local memorial services. We proudly share our military heritage and freely give of our time throughout the region to support and honor the legacy of our veterans.

Sector UMR personnel can also be found building our communities alongside organizations like Habitat for Humanity, Boy Scouts of America, Girl Scouts and many other conservation, religious and fraternal organizations.

Right (Top and Bottom): MST1 Malec from MSD Peoria serves as Guardian to a retired U. S. Navy Veteran during Greater Peoria Honor Flight. The Honor Flight program transports veterans to Washington D.C. to visit war memorials and to honor their service and sacrifices. Honor Flight offers an incredible opportunity to meet and honor veterans who played critical roles in foreign wars. The day began at 4:30 AM and did not conclude until participants returned to their home airport at 11:00 PM where they were greeted by crowds of supporters and family members.

Below: Veterans vs. School Kids. MSD Peoria members participated in two Nets for Vets fundraising events. The events support veteran's welfare programs and incorporates local public schools, as well as, area active duty members. The events conclude with a jovial game of basketball between the service members and the school children.





Above: MSD St. Paul personnel participate in a volunteer service event at the Wildlife Science Center in Stacy, MN. The Science Center is a non-profit organization that provides exposure to wild animals while sharing the knowledge they have gathered from their conservation efforts and long-term scientific studies of captive wolf populations. The MSD crew built 5 deck platforms and constructed a house for the wolves at the Center's new location before it opened to the public.

Below Left: MSD Quad Cities reservists volunteer at Monroe Elementary School in Davenport, IA. Cooperating with One-Eighty Organization, a program that invites and encourages at-risk youth to be physically, emotionally and spiritually healthy, the crew gave tours of the unit's new 29' RB-S II response boat and discussed the duties and responsibilities of the Coast Guard.

Below Right: MSD Peoria hosts local Boy Scouts. MSD Peoria crews hosted the Sea Scouts, American Heritage Girls and a local Boy Scout troop for tours, outreach, and educational interests. The attendees learned about basic firefighting, rescue and survival and environmental protection.



Upper Left: Chaplain Miller and Senior Chief Scott Pettis (Ret.) present remarks at Tribute to Our Fallen, a special event at the Davenport Memorial Park to honor those who made the ultimate sacrifice. The event was dedicated to veterans of all eras, Gold Star families, and community members. MSD Quad Cities was prominent on the planning committee.



Lower Left: Mr. Caverly (USCG Ret.), MSD Quad Cities Marine Inspector, sets up Medal of Honor Displays at Tribute to Our Fallen. Other unit members stood watch over the displays during the night, served dinner to Gold Star Families and cleaned up after the event.

SECTOR UPPER MISSISSIPPI RIVER CONTACTS

24-Hour Emergency Contacts

Sector UMR Command Center	314-269-2332
National Response Center*	800-424-8802

*(*Primary Contact for Oil Spills, HAZMAT Releases
or America's Waterways Watch)*

Main Phone

Command Administrative Assistant	314-269-2500
Command Fax Number	314-269-2603
Sector UMR Webpage	314-269-2734

Sector UMR Facebook	http://www.uscg.mil/d8/sectumr/
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	http://www.facebook.com/uscgsumr
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Sector Departments

24-Hour Public Affairs	314-704-9502
Government Affairs	314-269-2510
Domestic Vessel Inspections	314-269-2621
Investigations Division	314-269-2570
Waterways Management	314-269-2568
Facility Inspections	314-269-2518
Port Security/Enforcement	314-269-2541
Maritime All-Hazards Response	314-269-2546
Contingency Planning	314-269-2591
Intelligence	314-269-2543
Logistics	314-269-2510
Engineering	314-771-6044 x2419

Sector Units

Marine Safety Detachment Quad Cities	309-782-0627
Marine Safety Detachment Peoria	309-694-7779
Marine Safety Detachment St. Paul	952-806-0021
Coast Guard Cutter CHEYENNE	314-771-4325
Coast Guard Cutter GASCONADE	402-451-7681
Coast Guard Cutter SANGAMON	309-694-2319
Coast Guard Cutter SCIOTO	319-524-1657
Coast Guard Cutter WYACONDA	563-582-0211